

THE COMMERCIAL MOTOR

FRIDAY, FEBRUARY 5, 1960
ONE SHILLING

TECHNOLOGY
DEPARTMENT
FEB 24 1960
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Bedford N°1 British truck the world over

50,000 Bedford trucks built in 1959

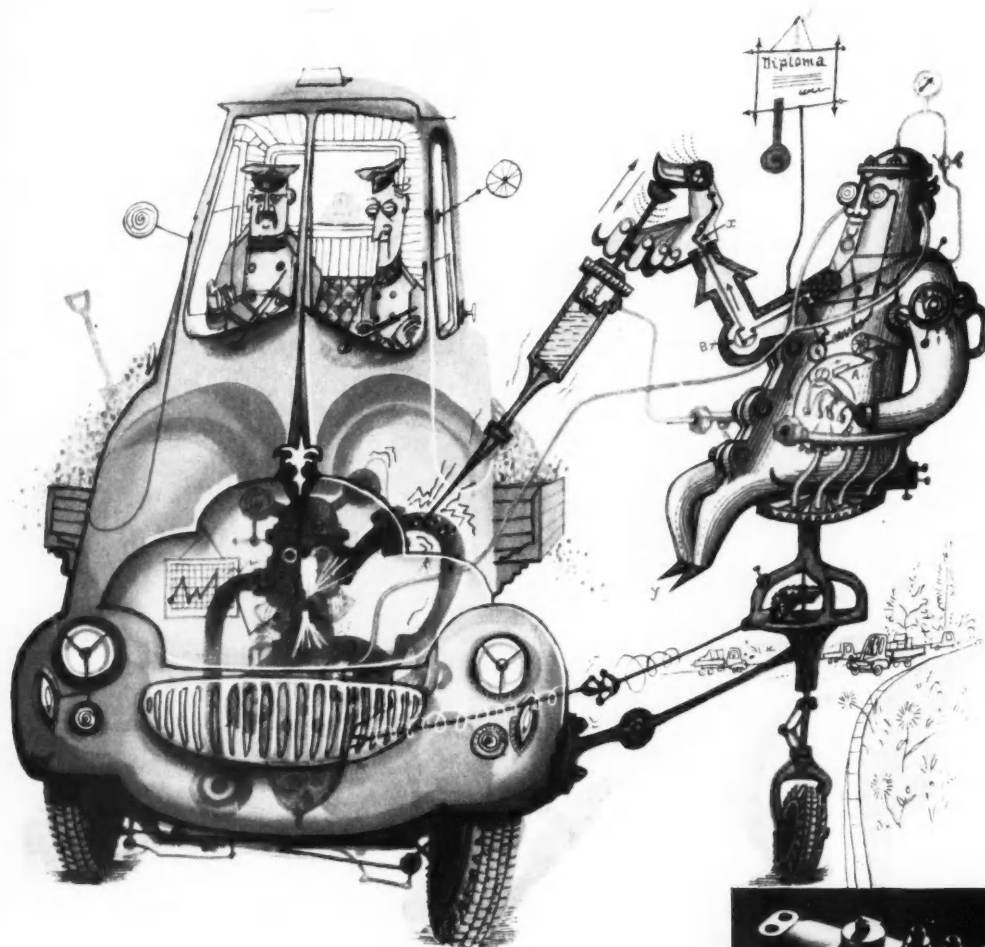
Highest-ever truck sales in 1959

* 4 in 10 new British trucks are Bedfords

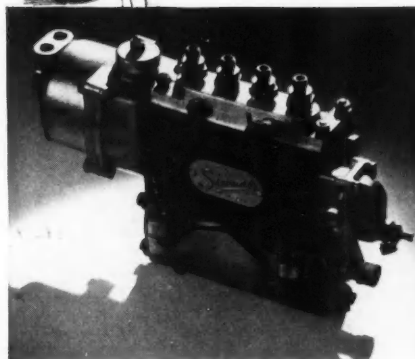
30,000 Bedford DIESEL trucks built in 1959

* Based on latest available Board of Trade statistics for first nine months of 1959,
compared with Bedford production for the same period.

Better buy Bedford



Fuel Injection . . .



Mr. Well's time machine (which hasn't been invented yet) was demonstrated—by candlelight—in the cosy Victorian back room from which it took off for centuries from now. That was about the time (1895) F. R. Simms was burning the midnight gas at work on magneto ignition.

Looking back to those ornate days Mr. Emett, as you can see from his design, was far ahead. *He* was already thinking in terms of light diesels and fuel injection. But his automaton, who gave the injections, hasn't been invented either. Instead, a very neat little pump—made nowadays in enormous numbers by the firm that F. R. Simms founded to make magnetos—does the job perfectly . . . And leaves the right hand side of the road free for American cars. (The same pump on vans in America leaves the left hand side of the road free for British cars.)

Simms

SIMMS MOTOR UNITS LTD. LONDON, N.2

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Van with sliding doors, or hinged doors with or without additional side door. **From £499.**

An entirely NEW and brilliantly VERSATILE range of $\frac{3}{4}$ ton Goods & Passenger Vehicles with PETROL OR DIESEL power

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- * Hypoid rear axle for longer engine life and quieter running.
- * 'Easy-ride' rear springing—Extra long leaf springs provide a steady, comfortable ride.
- * Nineteen basic models including vans, light buses, pick-up, dropsider, mobile shop, bottle float, caravan, etc.

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COMMER CARS LIMITED LUTON BEDFORDSHIRE EXPORT DIVISION: ROOTES LIMITED DEVONSHIRE HOUSE PICCADILLY LONDON W.1

"A.E.C. 'MERCURY' IS PERFECT"

says H. W. Mortimer, Chief

200,000 miles without trouble is commonplace

There can be few operators more emphatic in their praise of A.E.C's than J. & H. Transport Ltd., 90% of whose fleet is now composed of A.E.C's.

"The 'Mercury' is a first class vehicle in every way" said Mr. H. W. Mortimer recently. "First class engine, gearbox, back axle, springs—it's mechanical perfection. Some of my A.E.C's have done 200,000 miles without any major fault, in fact, if anything, I would say they are even better than ever. Regular servicing has helped of course, but here again A.E.C. provide a magnificent service which is second to none."

The 'Mercury' costs a little more in the first place, but as Mr. Mortimer points out, if you want the best you have to pay for it, and the extra initial outlay pays for itself over and over again in reduced running and maintenance costs.

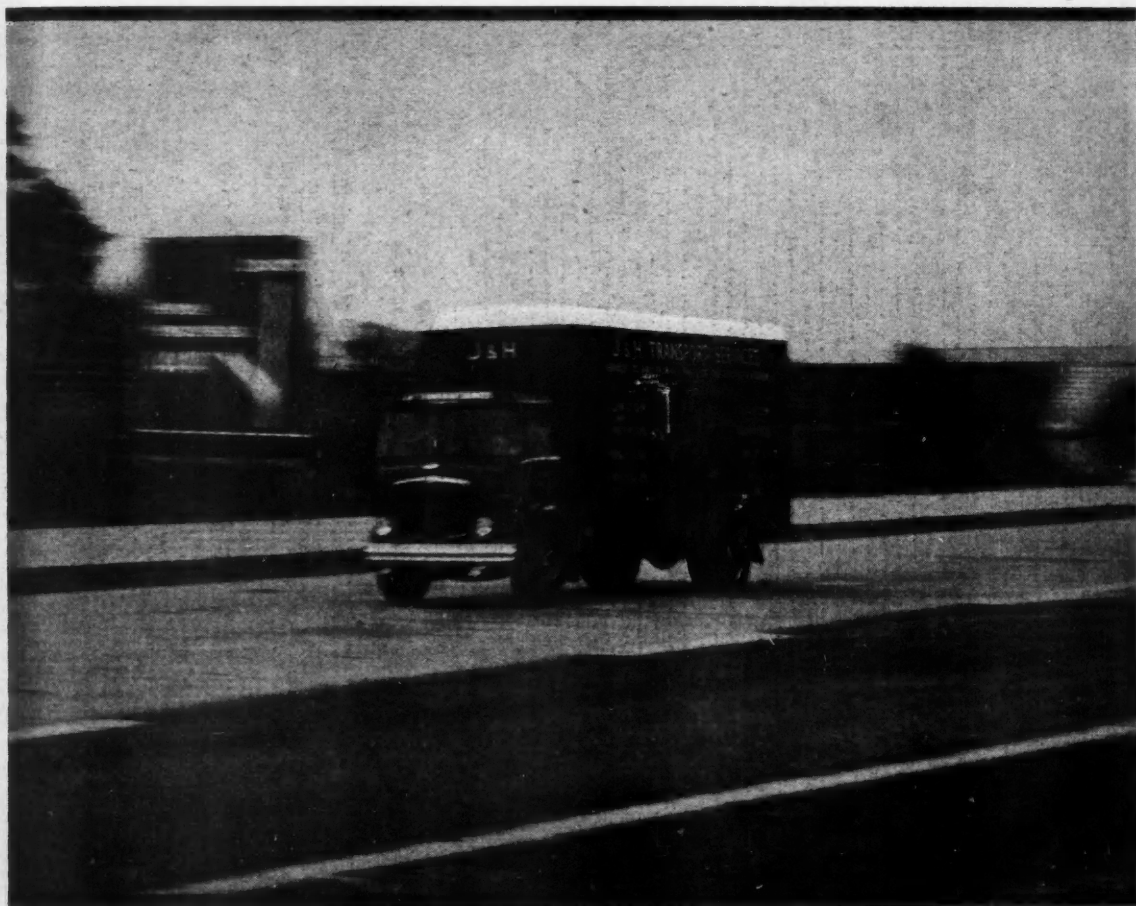
And it's not only the big operators who are praising the 'Mercury'—reports coming in from all over the country are the same. Whether it's a question of power—economy or reliability the A.E.C. 'Mercury' is streets ahead of any other vehicle in its class.

"MERCURY"

12-14 TONS GROSS

Y'IS MECHANICALLY

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Full speed ahead on the new London-Birmingham Motorway.

*built for the
Motorways of tomorrow!*



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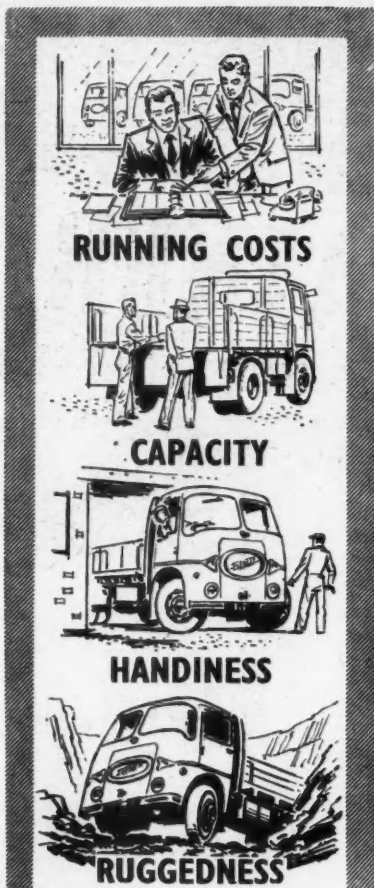
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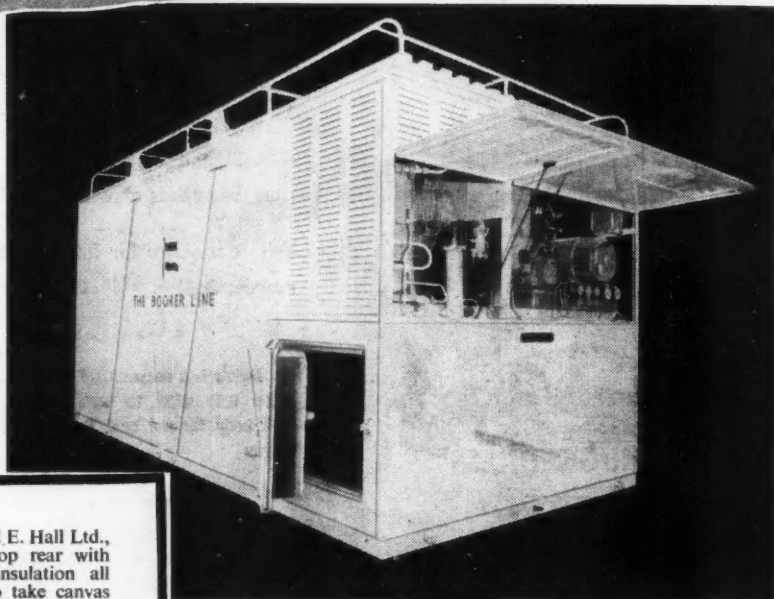
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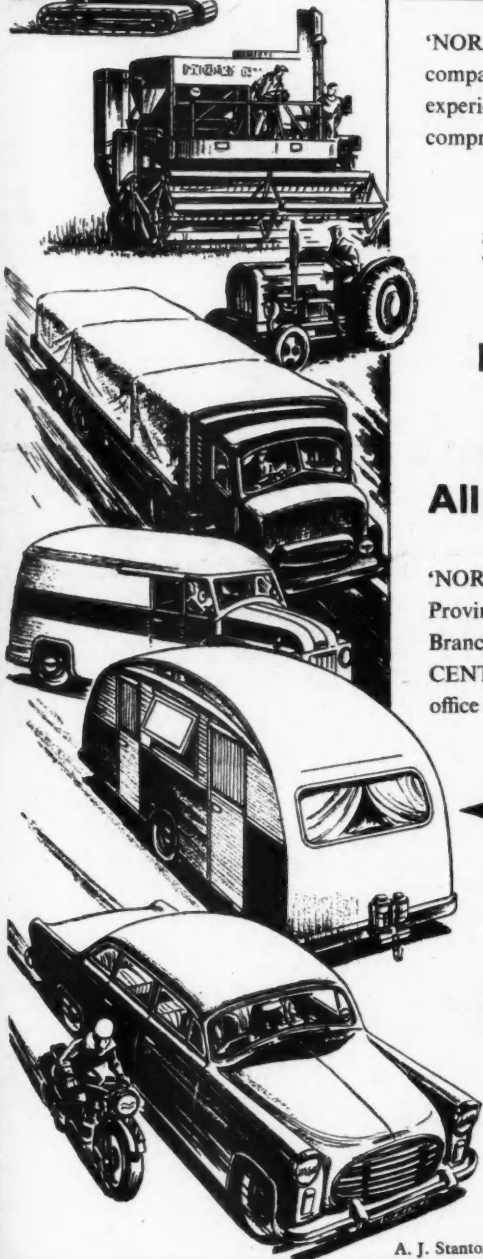
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Photographed by courtesy of British Overseas Airways Corporation.*



with a **DAWSON** drive-through washer

Vehicles can be cleaned as often as you wish, at lower cost, ensuring an appearance of your fleet that is of advertisement value to your business.

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"OFF THE PEG"!



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At attractive prices! This is something worth your quick investigation. A heavy-duty, high-capacity trailer; designed for long, economical service. Ready equipped with the unique TASKERS Automatic Coupling, which can be used with prime movers already fitted with other types of automatic gear. Or the appropriate TASKERS prime mover portion can also be supplied.

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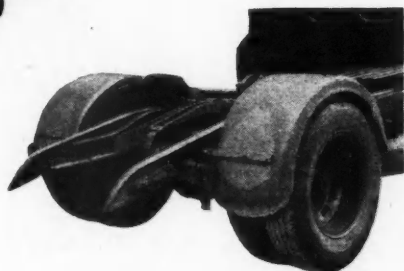
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TASKERS D/S auto-coupling incorporates two positive safety locks to make collapse impossible. Prime movers fitted with this TASKERS coupling can also be used with semis equipped with other types of automatic gear.

THE 12-TON STRAIGHTS (illustrated above) have a 24ft. long x 7ft. 2in. body, with 1ft. 6in. headboard. Sides and Tailboard can also be provided. The main frame is constructed of 7in. x 3in. rolled steel longitudinals braced with 3in. x 2in. x 1½in. steel angle. Springs are of Silico manganese steel, oil hardened and tempered. Girling brakes, 15½in. dia. x 6in. wide, with drums mounted on the outside of hubs permitting their removal for inspection without removing the hubs.



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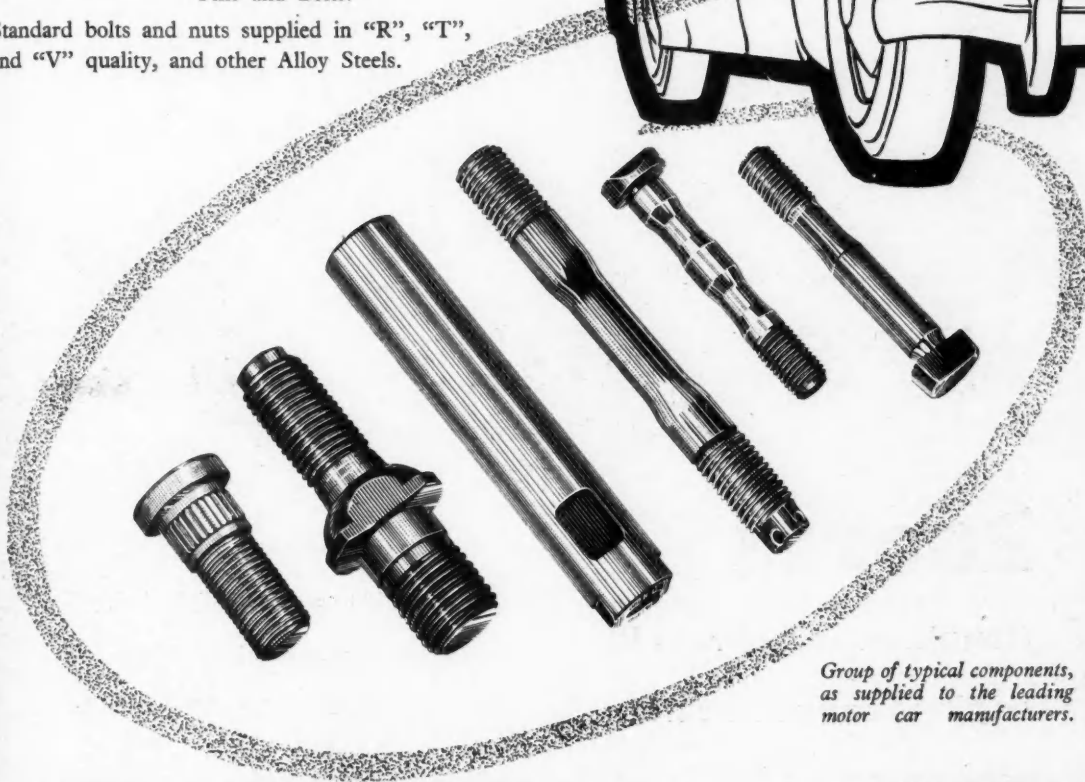
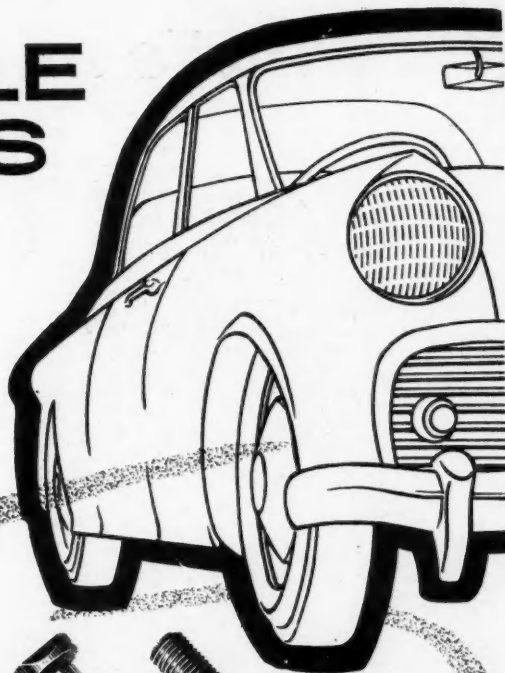
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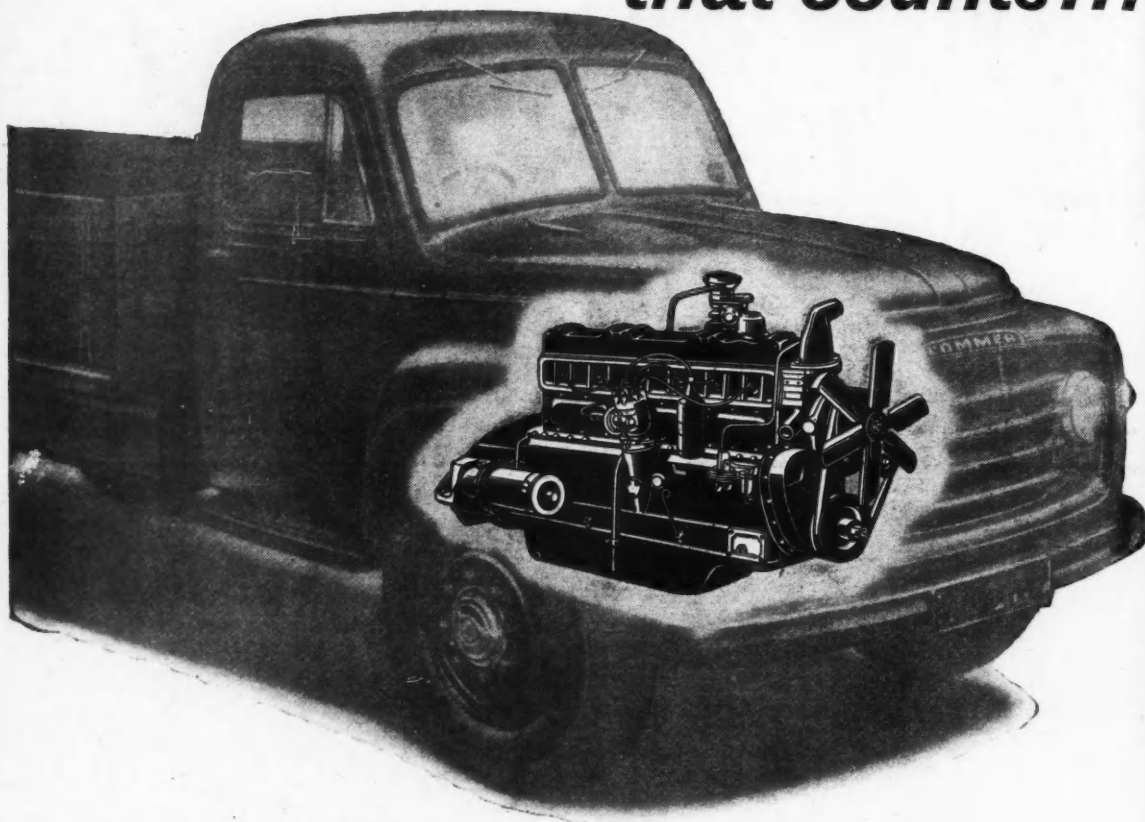
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**Genuine factory-rebuilt
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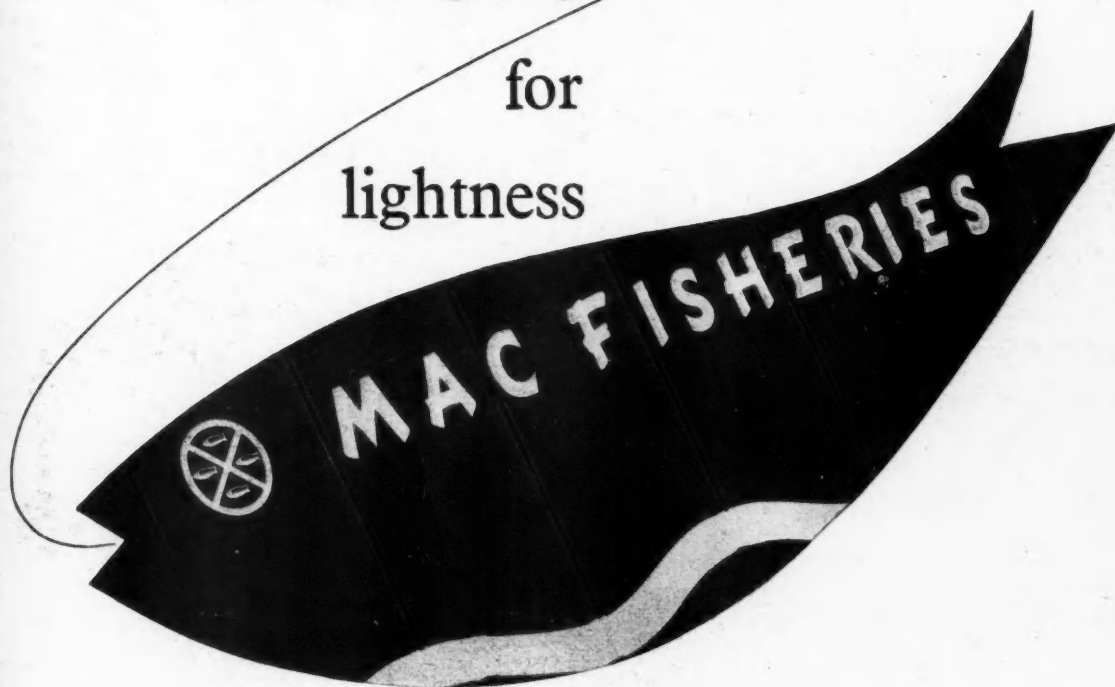
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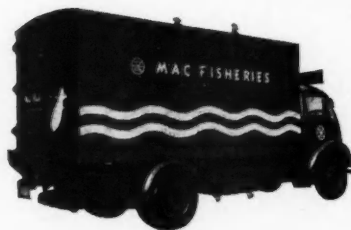
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Increased payloads, reduced overheads, greater profit. Angling for lightness? Go into the matter of light-alloy bodywork — by Duramin.



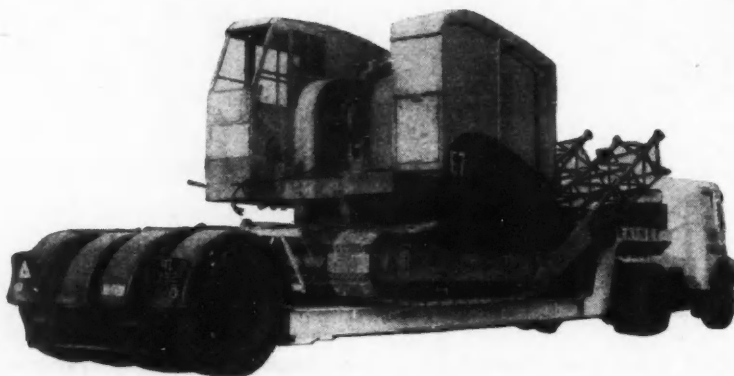
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Platform: 16' 9" long. Skeleton frame only.
No floor. Special drain-off tank from container mounted to chassis.
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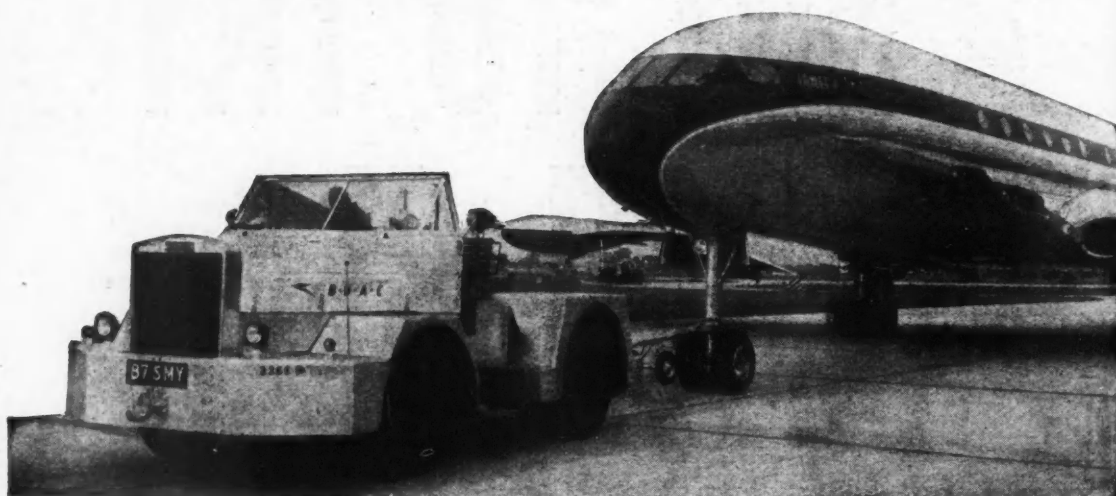


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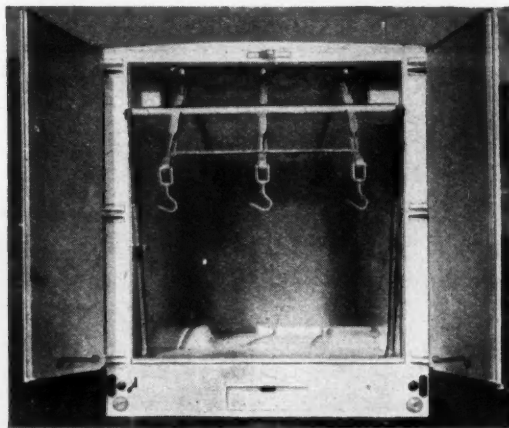
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AUTOMOB

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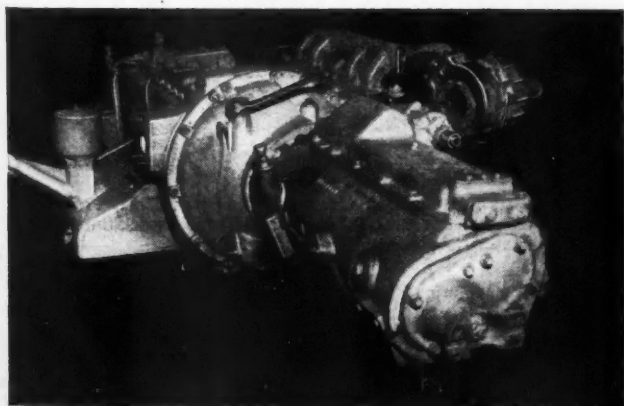


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to build their special BMMO, DB 5 constant
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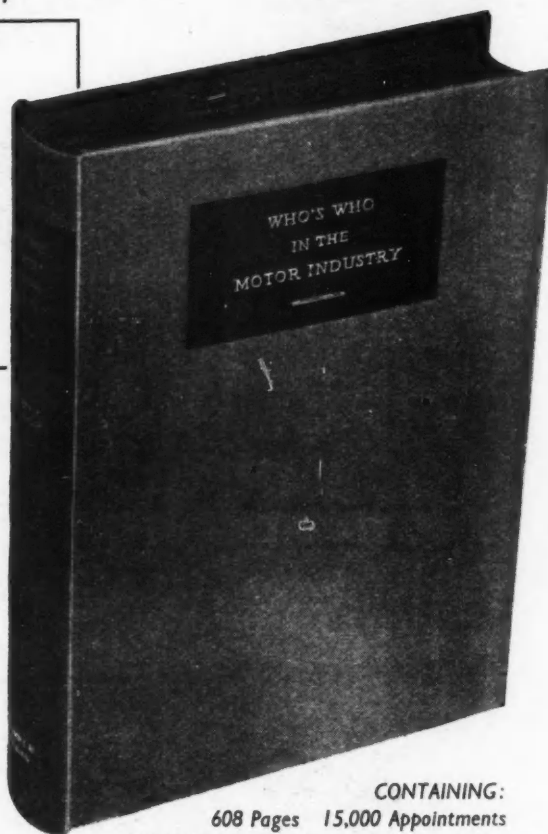
WHO'S WHO IN THE MOTOR INDUSTRY

Compiled in association with
"THE MOTOR" and "THE COMMERCIAL MOTOR"

Up to date, enlarged and revised throughout, the new Fourth Edition of *Who's Who in the Motor Industry* is a complete and reliable guide to the structure and constituent companies of the British Car and Commercial Vehicle Industries, as well as a directory of those engaged in these industries and in the professional, commercial and sporting organizations associated with British Motoring.

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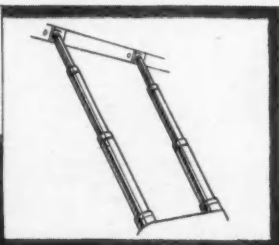
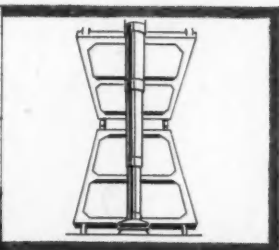
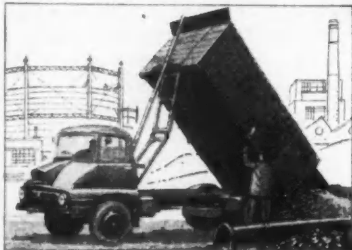
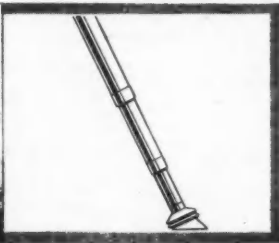
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Telamite Ltd

BENTHAM, NR. LANCASTER



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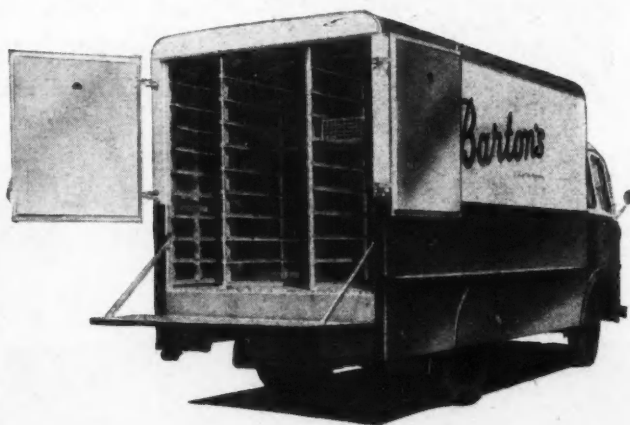
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is the 4000
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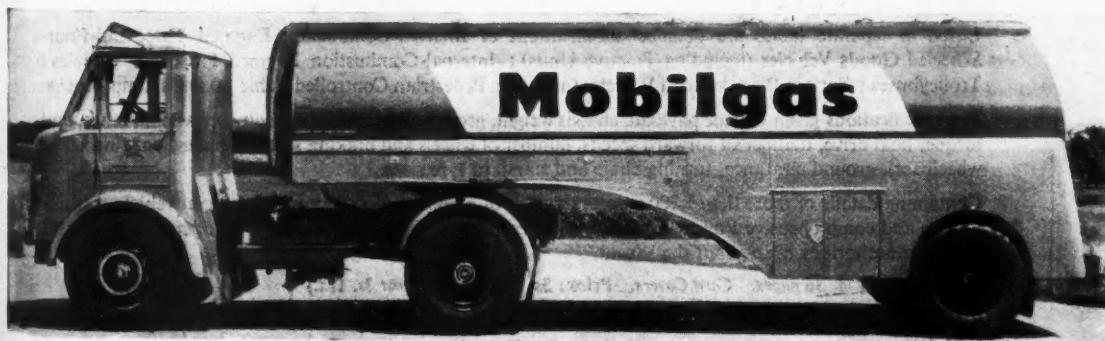
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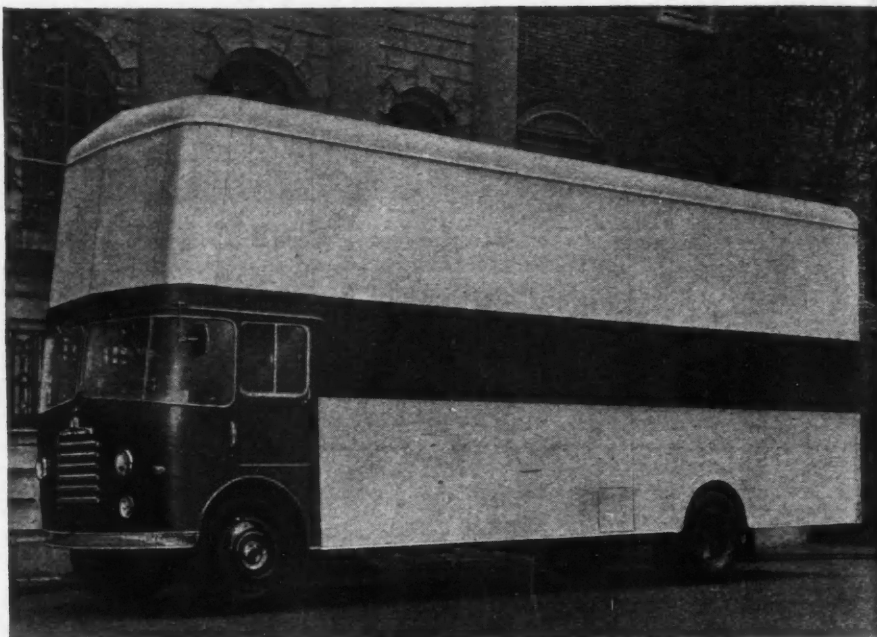


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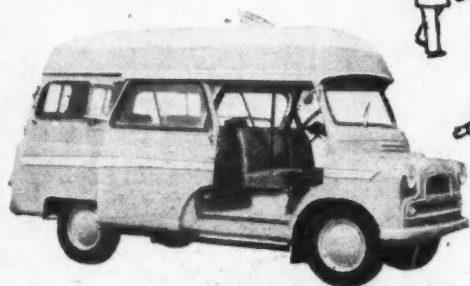


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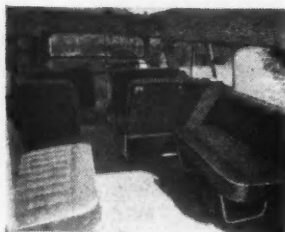
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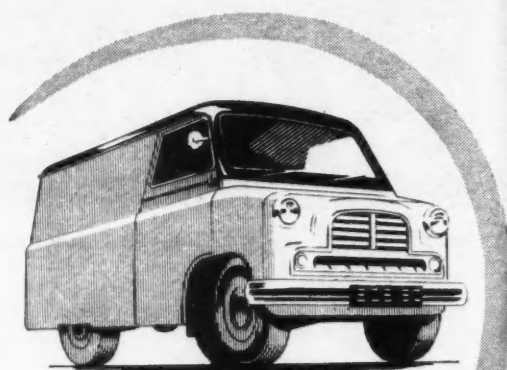


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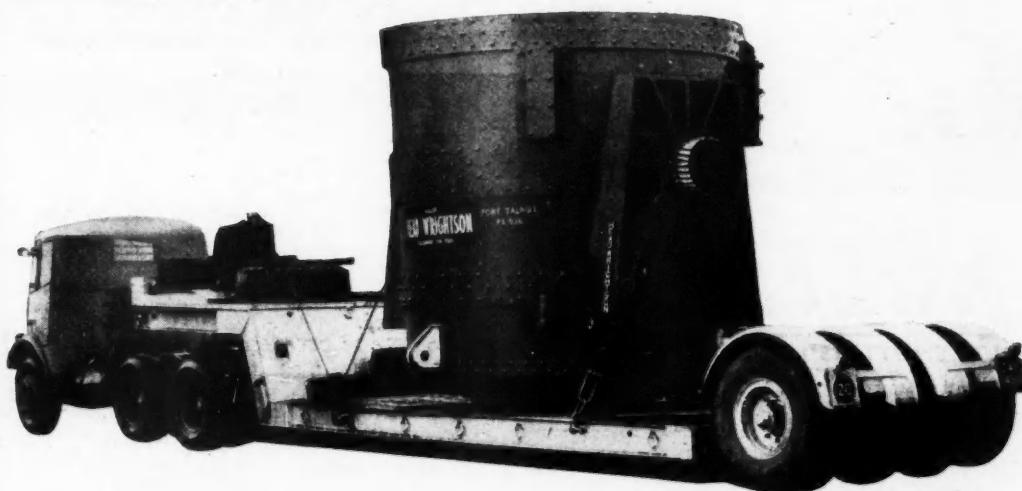
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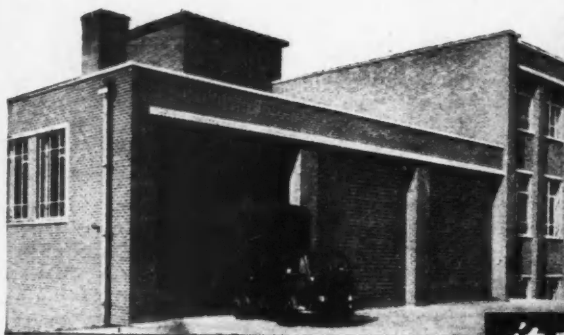


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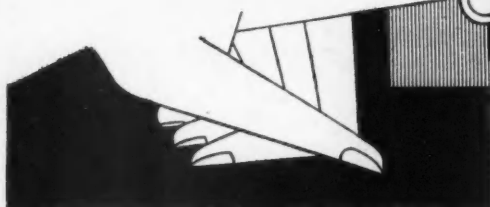
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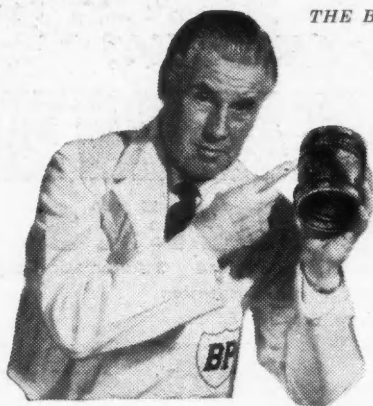
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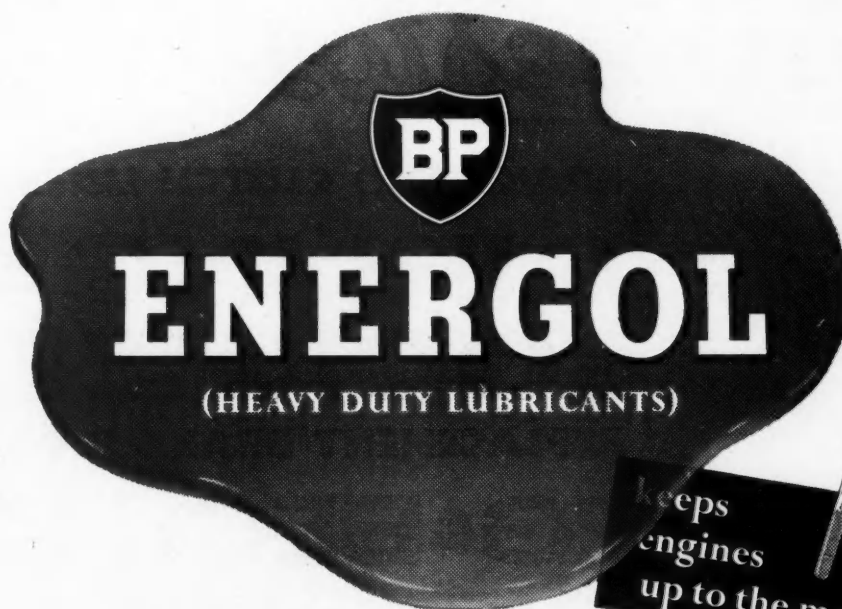
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THE COMMERCIAL MOTOR

FEBRUARY 5, 1960
VOL. 111 No. 2842

Largest and Most Influential Circulation

So Little, Yet So Much

THE Lorry Driver of the Year Competition is bulging at the seams. Some of the honorary officials who hold together the fabric of the organization are working under great stress, and unless they can be relieved the stitches may burst, and the future of a valuable contest may be placed in danger. So little money is required to guarantee its position, yet it is so difficult to secure. At present the burden of organizing the final competition falls upon the honorary secretary of the national committee, who is road safety officer and public relations officer of Coventry, and his small staff, working in an overcrowded office. They promote also the Coventry eliminating round, on which the whole contest was founded.

Whilst it may be reasonable for the citizens of Coventry to pay the salaries of officials who run the local event, they can hardly be expected to continue indefinitely to provide out of their own pockets the secretariat for the final. Only those intimately concerned can understand the great amount of detail work involved, and appreciate the unselfish devotion of the officials who undertake it without extra remuneration. The insignificant sum of £1,000 a year guaranteed to the organizing committee would enable them to pay Coventry City Council at least half the salary of an additional official to assist with the organizing, and defray certain other expenses.

The *Commercial Motor* suggested several years ago that, as the competition was making a vital contribution to road safety by raising the standard of skill of professional drivers, the Ministry of Transport should give a grant of £1,000 a year to the organizers. Unofficial overtures of this kind are understood to have been made, but the approach is difficult. The Ministry's funds for its own safety propaganda schemes are pitifully small, but in the Lorry Driver of the Year Competition there is a strong case for a special grant from the Treasury.

It is in no sense a sporting event, but is dedicated solely to the saving of life on the roads. There are more than a million professional drivers in Great Britain, and by their actions they can not only save life by avoiding accidents, but they can set an example to the many other drivers of lesser ability. If the Government cannot find a paltry sum to enable this work to continue and grow, they are insincere in their attitude towards road safety.

Meanwhile, enthusiastic honorary officials and committee men persevere in their efforts to make the competition more widespread and attractive, and a still more effective measurement of drivers' skill and knowledge of safety practices. There is hope that three more eliminating centres may be set up this year, but it is disquieting to learn of doubt about the possibility of continuing the old-established Portsmouth round, because of a shortage of secretarial staff.

A Socialist Ally

IT is so often difficult to agree with the Socialists on transport policy that an article in *Transport and General Workers Record* by Mr. Frank McLeavy, M.P., one of the Labour Party's leading spokesmen on transport, cannot be allowed to pass unnoticed. Although he decries the denationalization of long-distance road haulage as "most unwise," without giving cogent reasons for believing it, there will be general commendation for his view that "all the political parties in Parliament must seek to find a level of common agreement and action" on road and rail matters. "We cannot afford," he says, "to continue to play politics with the most vital of Britain's industries."

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Mr. McLeavy is despondent about the railways. Although it is far from completed, he believes that the modernization scheme will fail to restore traffic to the railways, and that hundreds of millions of pounds of public funds invested in it will be wasted. His solution of the problem seems to be to throw good money after bad (if that is what it is) by giving the railways a subsidy to enable them to charge less than economic rates.

This is counsel of despair and the British Transport Commission would be the last to subscribe to it. If they are to preserve any dignity, railwaymen must accept the trust which the public placed in them when they lent the railways the funds for modernization. The railways must be made to pay by giving efficient service which justifies an economic charge.

Hauliers would strongly resent the payment of any subsidy to the railways, for they themselves manage to operate with growing success despite a high burden of tax which does not bear on their competitors. They are certainly not called upon to subsidize their rivals through the Exchequer, either directly or indirectly.

Mr. McLeavy at least does not believe that road transport should be hobbled by fiscal or other means for the benefit of the railways. He is, indeed, positive that all forms of tax on public passenger transport should be abolished, beginning with fuel duty. In that way the increased use of private transport would be discouraged, and the declining rural bus services could be restored to their former vigour. In this respect Mr. McLeavy is a valuable ally of the road transport industry, and it is to be hoped that he will snipe mercilessly at the Chancellor of the Exchequer from the Opposition benches.

Bird's Eye View

No More Dazzle

DRIVING in blinding rain down M1 the other night, I was impressed by the effectiveness of the experimental two-mile stretch of steel-mesh anti-dazzle fence which has been erected on the central reserve by the Expanded Metal Co., Ltd. A little light from oncoming vehicles sometimes penetrated the 14-in. snow gap below the fence but caused no inconvenience. As the screen is only 5 ft. 8 in. high, it may not give much protection from dazzle to drivers perched aloft in heavy vehicles, but it certainly makes a good crash barrier. A 5-tonner estimated to have been travelling at 40-50 m.p.h. strayed on to the central reserve, but was effectively restrained from entering the opposite carriage-way.

At a film show given the following day by the Expanded Metal Co., I learned that they are to erect anti-dazzle screens on the Kingston by-pass and other roads. On M1 the cost was £3,000 a mile—and it was money well spent. What about finishing the job, Mr. Marples?

Look Both Ways

IF you want to stretch the terms of your licence, don't do so outside the Licensing Authority's office. This good advice is confirmed by a Northern haulier, whom Mr. J. A. T. Hanlon, Northern Licensing Authority, unfortunately found transgressing the conditions of his contract—A licence outside the Ministry of Transport offices in Newcastle. Amid laughter in court the magistrate was heard to say, "Pay £5."

n30

Men Who Make Transport—19

AT the age of 48, the chairman-designate of the Tilling Group Management Board brings to his office the qualifications, rarely combined, of public school-boy, passenger transport operator, military transport commander and barrister-at-law. It would be difficult to think of a more suitable background for the administrative controller of a passenger fleet numbering nearly 10,000 vehicles.

Mr. Maurice Andrew Holmes was born, educated and lives today at Felsted, in Essex, a small village which houses the school that bears its name. A certain delicacy prevented my inquiring too deeply into Master Holmes' degree of success with the arts and sciences, but he did play a lot of effective hockey.

School behind him, he entered the offices of the Asiatic Petroleum Co., with a view to joining the Far Eastern administrative staff. Two years later, having travelled no farther east than Aldgate, he went to Hicks Brothers, Ltd., the Braintree bus operators. Back on his home ground he applied himself to learning the bus business. Much of his time in those days of 1930-31 was occupied in implementing the requirements of the 1930 Act. There was much to be learned and he learned fast. Four years later he was appointed general manager, under the managing directorship of Mr. E. C. Hicks. This happy event coincided with his marriage.

Shortly before the war, Maurice Holmes joined the Army Emergency Reserve of Officers. He went through the R.A.S.C. officers' school at Bournemouth, and served with the Beach Group Company of the 3rd Canadian Division in Normandy. After things became more mobile, he took



"Be a sport. You won't miss a couple of packets."

Paper Shortage

ALTHOUGH sheaves of paper had been produced, there were insufficient copies of one particular document when J. and A. Smith of Maddiston, Ltd., were applying to Mr. W. Quin, Scottish Licensing Authority, for additional vehicles. With a twinkle in his eye, Mr. Quin chided Mr. James Smith: "You are an old hand in the traffic courts, Mr. Smith." Mr. Roderick Mackenzie, his solicitor, had the smart answer. "Documents are sometimes like vehicles—in short supply."

The Light

"A SOCIETY based on the policy of 'I'm all right, Jack,' cannot go on forever."—Mr. E. D. Sheehan, of the Transport and General Workers' Union, addressing London trolleybus men.

Maurice Andrew

part in the
and it was
unit, slight
disbanded
command

By The

Indian En

IMPATIENT to gain a Government transport, 33-year-old Madhya Bharat taking, paid for months to study Europe, and then with London Transport. He also attended the cent. of the 12th at Gwalior having April after visitings, and study.

Surprise F

I WAS a trifle suddenly proposed to a committee of the week, that unclassified vehicle was far too late the anomalies to for the new system next year.

Tight Fit

SOME of the small vans of linoleum on less than the requirements painting the

Price Andrew Holmes



Mr. M. A. Holmes, barrister, busman, golfer and sporting motorist.

part in the long haul from base to Antwerp and Brussels, and it was in Brussels, when the end was in sight, that his unit, slightly flushed with the spoils of victory, was finally disbanded. Mr. Holmes went on into Germany to command Headquarters transport at Herford. This post

provided relaxation of the more vigorous kind, for he spent a good deal of time and covered many miles, playing hockey for Rhine Army.

Mr. Hicks died in the autumn of 1945 and, gaining an accelerated release, Mr. Holmes returned to the Braintree business to take charge. He was (and still is) a man of great mental and physical energy. No sooner had he reorganized the business on a satisfactory peacetime footing than he began to read for the bar. There were days when he would deal with Hicks Brothers' correspondence and problems early in the morning. The last letter signed, he would dash off to London, read law for the rest of the morning and afternoon, and rush back to his Braintree office for more work in the evening.

He was called to the Bar, by the Benchers of Gray's Inn, in 1948. Negotiations for the sale of the Hicks business to the British Transport Commission were completed in 1949, after which he began to practise on the south-eastern circuit. Although perhaps half his cases concerned Traffic or Transport Acts of one kind and another, Mr. Holmes handled common law and criminal cases, too. He was kept very busy, both in London and East Anglia, and thus qualifies as a breathless, rather than briefless, barrister. He had, on many occasions, represented Tilling Group companies in fares inquiries, applications and appeals. In 1954, he was appointed by the Bar Council to the committee set up to advise the Minister of Transport on changes in the Road Traffic Act. A year later he accepted the offer of an appointment from the Commission to become an executive director of the Tilling Group Management Board.

Optimistic Busman

Today, Mr. Holmes is chairman of Crosville, Midland General, Thames Valley, Red and White and United Welsh, and a director of several other companies within the Group. He is firmly optimistic on the future of the bus industry. "True," he says, "we are losing traffic to the private motorist and television tends to keep people at home in the evenings. But we are carrying a great deal more traffic than we did before the war and there will always be the need for a bus service."

Looking ahead, Mr. Holmes sees no real prospect of being able to persuade a man to sell his car. But there are still plenty of people without cars and if the service given is attractive, it will be used. An even greater degree of luxury for the long-distance coach tourist may well pay dividends, and better frequencies and better timekeeping on stage routes could halt the flow away from the industry.

The companies within the Tilling Group are operated largely as the general manager on the spot deems right and proper within the policy laid down in London. Yet I believe that so strong and delightful a personality as Maurice Holmes' cannot fail to make its influence felt throughout the organization. He has the clarity of thought and speech that one associates with legal men and, indeed, the lean face and attentive eyes that one sees often enough in the well of the court.

A relaxed, unruffled man, he chews happily on a pipe and laughs often and with gusto. At the week-ends, he plays golf (handicap eight) at Chelmsford and derives a great deal of fun from driving his Austin-Healey Sprite. His business motoring is done in more leisurely fashion at the wheel of a 15-60 Wolseley.

He does not care for exotic holidays in foreign parts, but annually repairs to a comfortable country-house hotel on Dartmoor where he can play golf. He is a man who cares for gracious living in food and wine and the appreciation of music. As chairman of a great group of companies, he will bring charm, tact and shrewd business acumen to the task.

T.W.

31

By The Hawk

Indian Enthusiast

IMPATIENT of a delay of at least three years before he could gain a Government grant to go to Europe to study passenger transport, 33-year-old Virendia Jain, a depot manager with Madhya Bharat Roadways, Gwalior, a big Indian bus undertaking, paid for the trip himself. He allowed himself six months to study public transport in large towns in Russia and Europe, and then came on to England to spend three months with London Transport.

He also attended the Perkins service school, because 90 per cent. of the 120 single-deck buses operating from his depot at Gwalior have Perkins engines. He hopes to return home in April after visiting several British provincial transport undertakings, and studying transport in Frankfurt, Germany.

Surprise Packet

I WAS a trifle surprised when the representative from Leeds suddenly proposed at a meeting of the national executive committee of the Lorry Driver of the Year Competition, last week, that unladen weight should be substituted for length in classifying vehicles. Apart from the fact that the suggestion was far too late to be considered this year, I can imagine the anomalies that would be created. There was no enthusiasm for the new system, but the committee will dutifully discuss it when next year's arrangements are planned.

Tight Fit

SOME of the miniature public service vehicles derived from small vans are built so near to the bone that even a layer of linoleum on the floor is sufficient to reduce the headroom to less than the 5 ft. 3 in. necessary to meet Certificate of Fitness requirements. Paint sprayers have also to be economical in painting the ceiling.

Parking Control Enables Vehicles to Reach Kerb

"It would seem that in the main the improvements in the Pink Zone were secured in those places where there was strict control of indiscriminate parking and the day-long parker, thus making it possible for goods vehicles to reach the kerb with greater ease."

This view was put on Tuesday to the Ministry of Transport by the London and Home Counties Division of the Traders' Road Transport Association, who, in co-operation with the Road Haulage Association, have been investigating the effects of the Pink Zone upon deliveries and collections in London.

The Associations appear to endorse the Pink Zone, as their report to the Ministry emphasizes that no serious difficulties were suffered by suppliers or shopkeepers. The general opinion was that traffic, and goods vehicles in particular, were able to move about the main streets more quickly than before.

Many suppliers and shopkeepers had stated that main deliveries were completed by 1 p.m., either because more vehicles were used or because inner-zone deliveries were concentrated into the morning and outer-zone in the afternoon. These expedients were possible because of the comparatively restricted area of application of the scheme.

However, suppliers, almost without exception, reported that markedly worse conditions occurred in the fringe areas. The displacement of the long-term parker from the Pink Zone presumably had a "ripple" effect, which was the cause of most of the difficulties which occurred in the fringe areas and some of the side streets of the Pink Zone itself.

Weight Increase Loophole is Closed

A NEW formula has been devised by the North Western Licensing Authority to prevent excessive increases in the unladen weights of vehicles and trailers during the currency of licences.

In the past, weight increases have been notified in Part IV of *Applications and Decisions* and the operator has been told that any subsequent application to replace the vehicle would be dealt with on the basis of the original weight. This system has proved unsatisfactory.

In future, increases in unladen weight will be scaled and related to the weight at which the vehicle was originally authorized. If the change does not exceed 5 cwt. on 4 tons or less, or 10 cwt. on vehicles of more than 4 tons, the previous procedure will apply.

Greater increases will have to be explained by the operator. If it is shown that carrying capacity will not be raised or that the modifications are not for the purpose of carrying traffic outside the normal user of an A licence or the conditions of a B licence, a variation application will be invited for the deletion of the vehicle at its original weight and its reinstatement at the new weight. Publication of the application will be at the Licensing Authority's discretion.

b32

Improvements in traffic conditions were secured mainly by the control of parking, and where this was ineffective the difficulties persisted or were aggravated. The Associations therefore think that the Ministry should extend controlled parking throughout the central area of London.

This would offer the best way of rationing parking space for business and shopping purposes, and providing the necessary facilities for putting goods into and out of shops and other premises, without harmful bans on these necessary activities.

The degree of enforcement necessary to ensure the success of controlled parking depended upon the provision of adequate off-the-street parking facilities. The Government should be responsible for the central direction and financing of off-the-street parking.

Some shops were able to open before 9 a.m. to receive deliveries, but the staff arrangements made for this expedient could not be permanent.

If capacity will be increased or there is to be a change in normal user or B-licence conditions, the operator will be asked to consider whether he should apply for a new A licence or the variation of his B licence. In that way he would avoid the risk of action being taken to revoke or suspend his licence under Section 9(4) of the Transport Act, 1953.

OSWALD TRANSFER GRANTED

IN a reserved decision issued this week, the West Midland Licensing Authority granted Oswald Transport, Ltd., two articulated vehicles previously based at Wigan. Their new base will be Talke, Stoke-on-Trent, to which four lorries have already been transferred.

The grant will not take effect until April 1, because, as reported in *The Commercial Motor* on January 22, the North Western Licensing Authority has suspended the two vehicles during March. The normal user of the vehicles will be "mainly steel, building materials and requisites, moulding sand, electrical equipment, forgings, castings and machinery to Scotland from the Midlands, Lancashire, Cheshire and North Wales."

No Standing In Large Buses?

NO double-decker with a capacity of 72 or more seats should be allowed to carry standing passengers. A 64-seater should be allowed a maximum of eight standing passengers, a 66-seater six people standing, and a 68-seater four.

Recommendations to this effect are expected to be made next week by a sub-committee of the National Joint Industrial Council for the road passenger transport industry. The sub-committee have been studying the standing problem and will meet next Thursday to continue their work, whilst the council will be presented with their proposals on Friday.

It is not thought that the sub-committee will suggest that the size and seating capacity of double-deckers should be restricted in the future.

The proposed sliding scale relative to seating capacity is also being considered in respect of one-man-operated vehicles. It is known that the trade unions favour a total ban on standing in such buses, but it is thought likely that the sub-committee will recommend that the matter be tackled on a local basis.

Crush-loaders will also be discussed by the council. The sub-committee's views on them are not known at present.

Drivers and conductors at the Percy Main depot of the Tynemouth and District Transport Co., Ltd., have decided that they will not carry standing passengers on the 78-seat double-deck buses about to be introduced.

The men contend that they will have enough to do in dealing with the extra passengers without having standing passengers as well. Their ban will not affect other types of bus operated by the company.

PROSECUTION IN CYANIDE LOAD CASE

THE police have started proceedings against the operator from whose lorry 300 lb. of cyanide of potassium recently fell in Ashby Parva. The prosecution has been taken under the Motor Vehicles (Construction and Use) Regulations, which require loads to be secured to prevent falling, and prohibit the use of unsuitable vehicles.

Mr. David Renton, Joint Under-Secretary of State for the Home Department, gave this news to the House of Commons last week, when five questions on the carriage of dangerous loads were asked.

Mr. Renton pointed out that the Poisons Rules, 1952, made it illegal to consign any poison for transport unless it was sufficiently stoutly packed to avoid leakage arising from the ordinary risks of handling and transport. It also had to be suitably labelled. The Construction and Use Regulations covered the securing of loads.

Mr. Frank Allaun (Lab., Salford E.) suggested that regulations should be introduced to cover the road transport of the whole range of dangerous substances, or might be included in the code for marking vehicles which was now awaiting publication.

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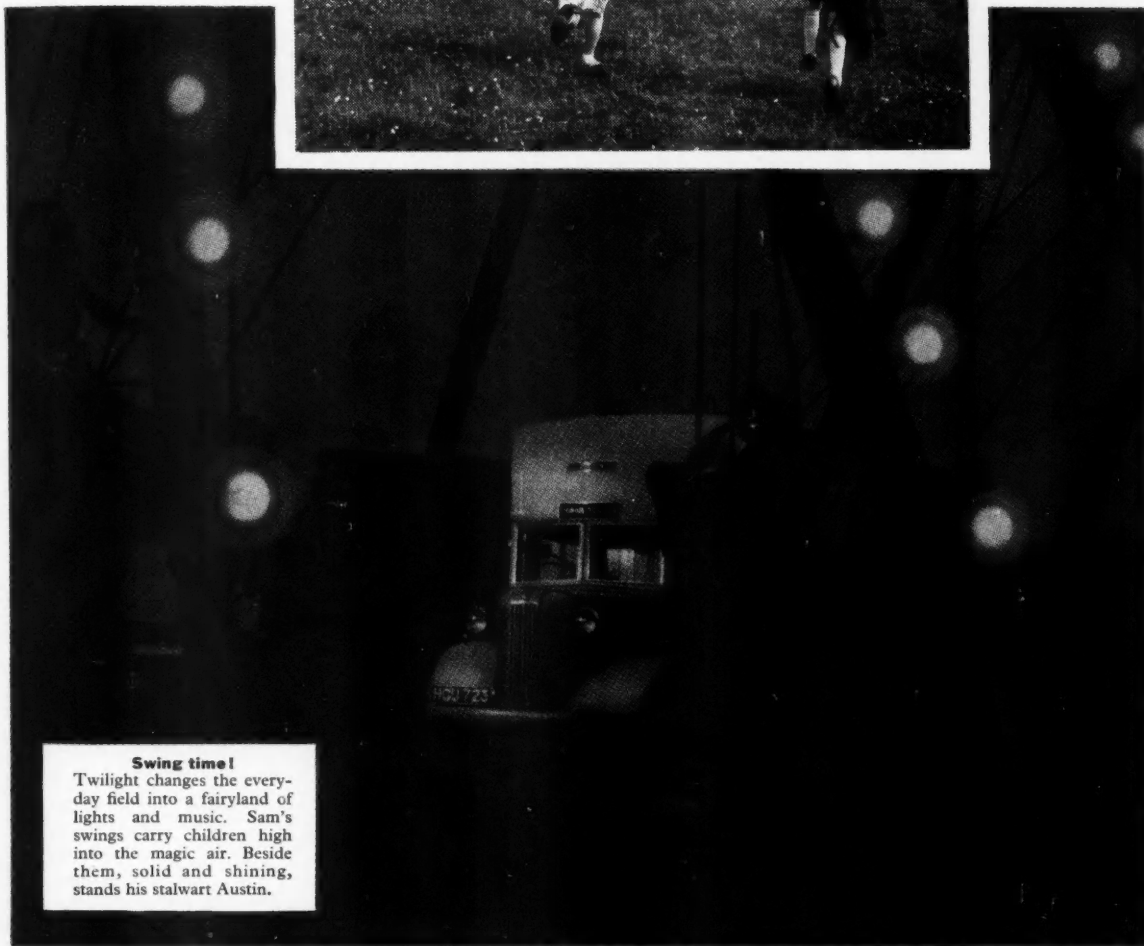
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WHAT YOU GAIN ON THE SWINGS...



The fair goes up
Sam Smith's 10-year-old Austin 2 tonner carries a generator, all his gear, and tows his 4 ton caravan as well. It comes in handy too for erecting and dismantling the swingboats.



Swing time!

Twilight changes the everyday field into a fairyland of lights and music. Sam's swings carry children high into the magic air. Beside them, solid and shining, stands his stalwart Austin.

PAINTED WAGONS roll along the summer roads of Britain. The fun of the fair is on the move. Loaded convoys are bringing blaring life to surprised meadows. For a day, two days, merry-go-rounds and dodgem cars whizz among the daisies. Then, quickly as they came, stalls and shies, caravans, dogs and people vanish. And are off on the road again.

The small world of Smiths

Among those who travel the fairgrounds of the West Midlands are the Smiths. In the small world of this big family are Sam Smith, his wife and 14-year-old son.

On the fairground Sam runs 6 swingboats and 8 slot machines. On the road he drives a lorry with a 4 ton caravan in tow, his family, fair gear and a small generator on board. His

lorry is no ordinary vehicle, as Sam will proudly tell you. "It's the best motor was ever made. It'll go forever and a day." The motor is a 1949 Austin 2 tonner.

Sam's remarkable veteran

Before Sam Smith bought it, his Austin worked hard for the General Electric Co. Ltd., Birmingham. "I've had it 4 years now and I haven't spent a bean on it. She stands out all winter too and when it's time to go I push the button and we're off. Never have to use the handle."

Hills? "Never bother me, hills don't," says Sam. "The lorry just keeps pulling all the way. I wouldn't swop it for anything." He should know—he's been driving for 25 years now.

What about petrol consumption? "25 m.p.g. empty, 15 m.p.g. loaded. I ain't kidding. It's definitely been a good lorry. It's done its job and done it well." What Sam Smith makes on the swings, he doesn't lose on the roundabout with Austin!

The veterans of the future will be found in the present Austin range—widest commercial range in Britain. $\frac{1}{4}$ to 2 ton vans, 2 to 7 ton trucks—tippers, prime movers, chassis units. All with 12 months' warranty and backed by B.M.C. Service.

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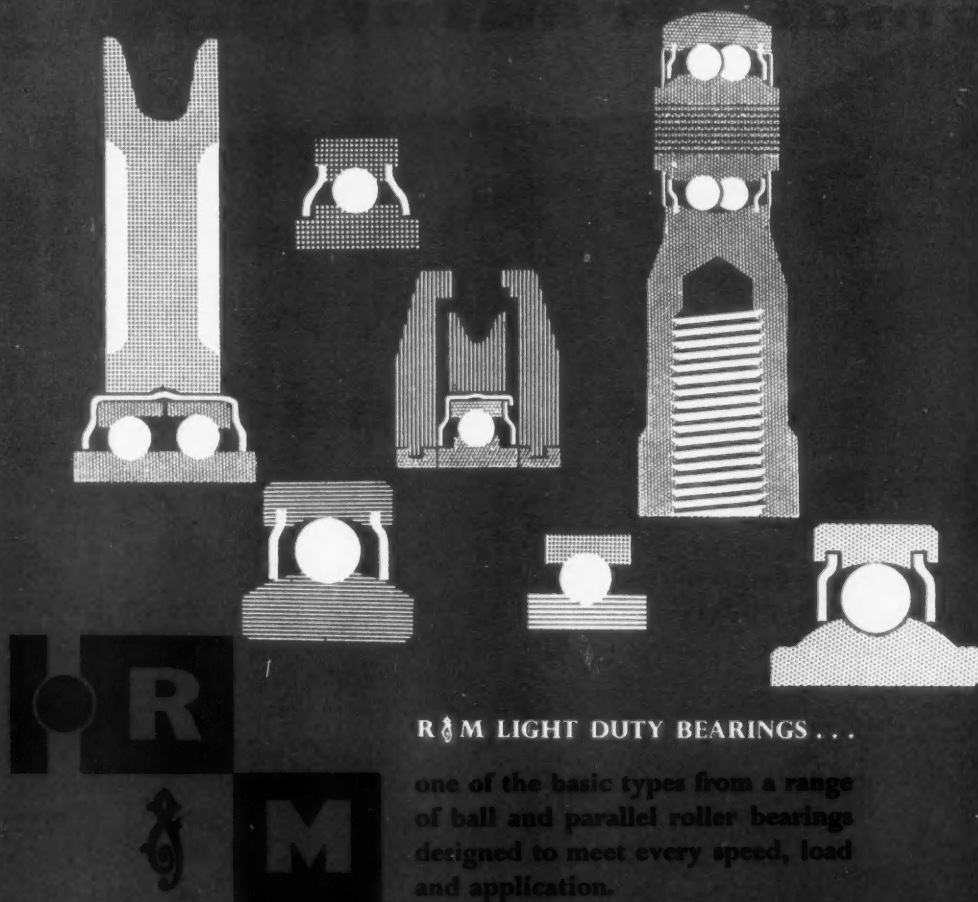
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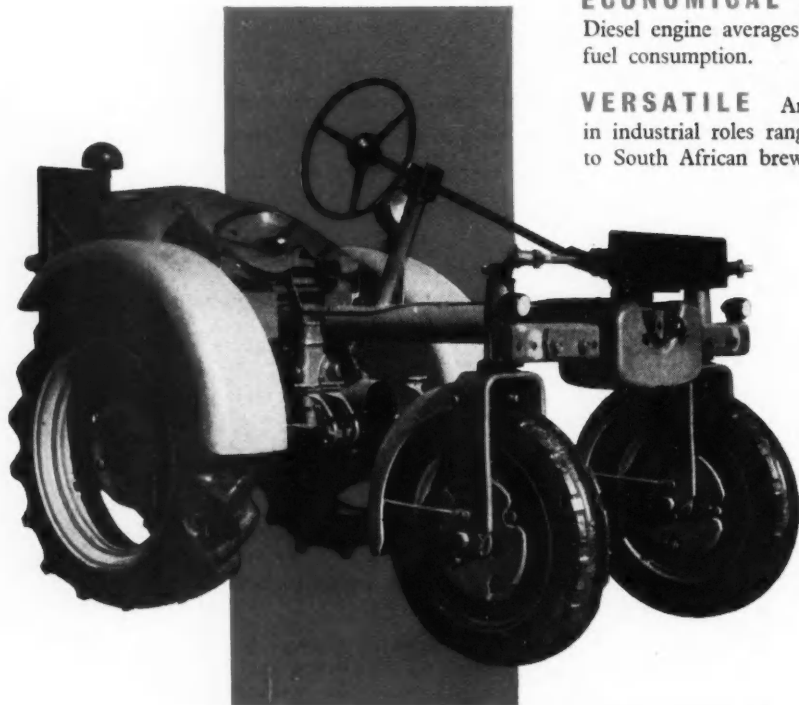
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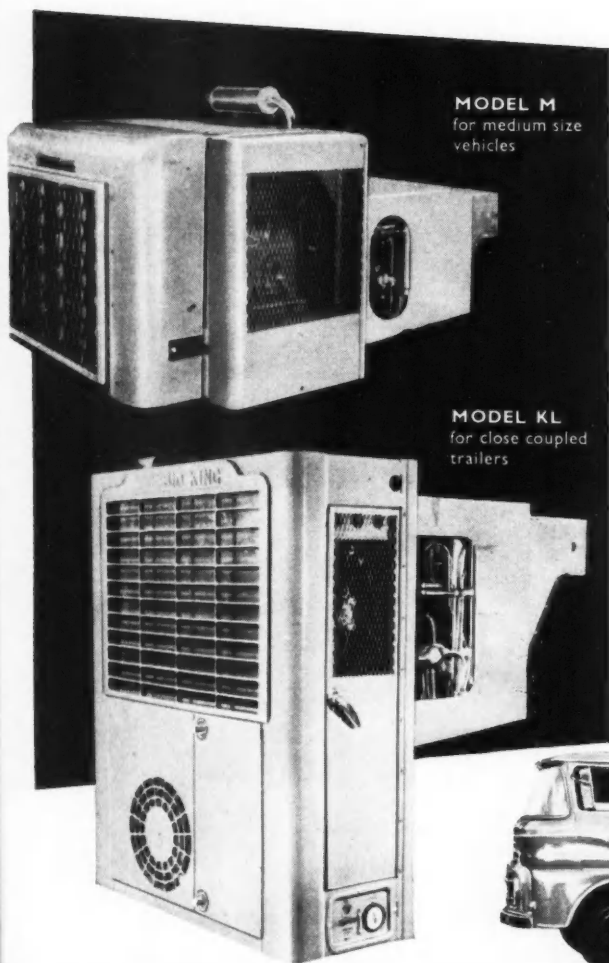
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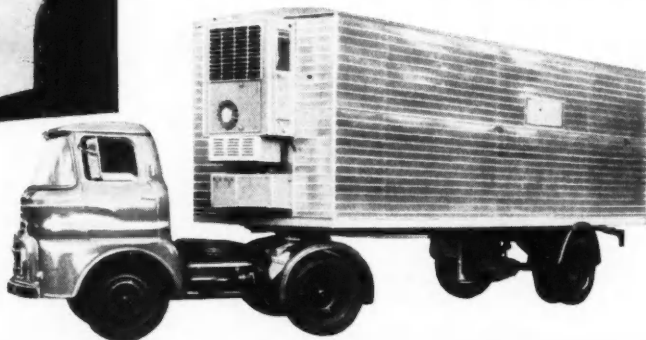
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B.T.C. Agree Under "Mild Pressure"

THE British Transport Commission, "under a little mild pressure" from the Transport Tribunal, had agreed to a suggestion that the B licence of a small Sussex haulage firm should be varied to allow operations for a specified customer over a wider radius, said Sir Hubert Hull, president, in London on Tuesday.

The Tribunal would "lean over backwards" to help a small man who made a modest request, he added.

Two brothers, Mr. R. D. Randall and Mr. E. A. Randall, Dittons Road, Polegate, appealed against the refusal of the South Eastern Licensing Authority to vary the conditions of the licence of their only vehicle. It was restricted to household removals within 40 miles and any other goods within 20 miles.

Mr. R. D. Randall said that they wanted to be able to go 60 miles with goods such as new furniture for a concern at Eastbourne.

For the B.T.C., the respondents, Mr. D. L. McDonnell said: "My clients do not want to take an oppressive view, but they do feel that if a grant was made it might prejudice their position in other cases and cumulatively take traffic away from them."

GREATER PAYLOAD CAPACITY GAINED

BY allowing Baker's Transport (Southampton), Ltd., to substitute articulated vehicles for rigid, the South Eastern Licensing Authority had given the company greater carrying capacity. This was stated before the Transport Tribunal in London on Tuesday by Mr. D. L. McDonnell, for the British Transport Commission.

The B.T.C. were appealing against the replacement of three rigid vehicles under B licence by two articulated. The difference in payload capacity was said to be 17 tons for the rigids and 24-30 tons for the "artics." The Commission also contested the permission given to the concern to carry mail for the U.S. Air Force, and the products of the Esso Petroleum Co., Ltd., over 75 miles.

Mr. McDonnell submitted that no increase in carrying capacity should be allowed without evidence of need.

The hearing was adjourned.

WAGES COUNCIL AGREE ON CONCESSIONS

DIFFICULTIES in the interpretation of two proposed concessions for road haulage workers were finally resolved by the Road Haulage Wages Council on Tuesday. One is that a man who works on a customary holiday will receive a day off in lieu, as well as double pay for working on the holiday. The other is that the additional 8d. an hour night money for night workers will begin to be paid at 7 p.m. instead of 9 p.m. It will not apply to day workers whose tour of duty lasts after 7 p.m.

These concessions will be incorporated in R.H.(67), to be published shortly.

Inquiry Instead of Grant

REJECTING an application by Messrs. Walkers Demolition Contractors, Hull, at Bridlington on Tuesday, Maj. F. S. Eastwood, Yorkshire Licensing Authority, said that allegations that the firm had exceeded the terms of their B licence would be investigated. Walkers wished to add three tippers to the licence.

Mr. R. E. Paterson, for the objectors, Messrs. Sayers Haulage, said the existing B conditions restricted the applicants to work to and from contractors own sites within 20 miles, but letters put in suggested that operations outside these terms were being undertaken.

Mr. George Walker, manager of the applicants, said that business had increased during 1959, and they had purchased three new tippers. There was a shortage of tippers in the Hull area.

Mr. E. Sayers, for the objectors, said that they operated 27 tippers. There had been an excess of such vehicles in the area for six months. Many local contracts had finished.

RAILWAYS APOLOGIZE FOR ALLEGATION

AFTER making allegations that an applicant had given false evidence, British Railways withdrew them before Maj. F. S. Eastwood, Yorkshire Licensing Authority, at Bridlington on Tuesday.

He was resuming the hearing of an application by Mr. F. Turnbull, Pickering, to increase the radius within which to carry horses in a B-licensed vehicle (*The Commercial Motor*, December 25, 1959).

Mr. A. W. Balne, for the railways, said that evidence that of 471 horses 173 had been carried under A licence was inconsistent with Mr. Turnbull's original statement that he conveyed horses only under B licence.

The Authority, referring to his notes, stated that the applicant had not said this. Mr. Balne apologized, explaining that he had not been present at the earlier proceedings and had been wrongly instructed. The application was granted.

GRANT FOR LOW-LOADER

A GRANT has been made by Mr. J. A. T. Hanlon, Northern Licensing Authority, to Robinsons Transport (Carlisle), Ltd., for the transfer of a low-loading tractor-trailer outfit from special A licence to their ordinary A licence (*The Commercial Motor*, last week). It was stated at the resumed hearing on Monday that the vehicle would work mainly for John Laing and Son, Ltd.

Mr. G. N. Worthington, for Robert Liddle, Ltd., Carlisle, who objected, said that Laing had supported the application to create competition.

SALE SCHEME PROCEEDINGS

THE Restrictive Practices Court on Monday granted an application by the Registrar of Restrictive Trading Agreements for the general discovery of documents relating to proceedings on the motor vehicle distribution scheme.

Cut Railway Rates Deceive Customers

A HAULAGE company's customers were attracted to use the railway service between Hull and Glasgow because of drastically cut rates, but found that goods sent on "guaranteed overnight delivery" actually took six days to reach their destination.

This was stated before Maj. F. S. Eastwood, Yorkshire Licensing Authority, at Bridlington on Tuesday by Mr. R. E. Paterson, for Hull and Glasgow Road Carriers, Ltd., who sought to add two vehicles to their A licence. The company had carried 7,238 consignments in the second half of 1958 and 11,528 in the comparable period of 1959.

Mr. J. L. Dunn, managing director, said that nearly every industrial concern of any size in Hull employed his concern, and arrangements had now been made for deliveries to Carlisle en route. Fourteen vehicles were in use.

Rates had been decreased in July, 1958, because of rail competition. A Glasgow customer had been quoted £2 5s. a ton per 8-ton truck-load, and £2 10s. a ton per 5-ton truck-load by the railways. His company had revised their charges to £3 10s. a ton or £2 17s. 6d. a ton for loads of 5 tons and over, and retained the customer's traffic.

The application succeeded.

"SHEARINGS TRYING TO ENCROACH ON OTHERS"

THE proposed transfer of a picking-up point in Manchester to Salford by Shearings Tours (Manchester), Ltd., was described before the North Western Traffic Commissioners on Tuesday as an attempt to go "into the heart of other operators' gathering ground."

Facilities at the East Street coach station in Manchester were described as unsuitable for the company's passengers, but a modern station had been built at Liverpool Street, Salford. Shearings still wished to use East Street for feeder services. Mr. F. Robinson, director, said that there was no desire to abstract traffic from other operators.

Mr. H. Backhouse, for W. Robinson and Sons (Great Harwood), Ltd., and Batty-Holt Touring Services, Ltd., who objected, stated that there was no evidence to justify the transfer.

Mr. F. Williamson, chairman, commented that complications might ensue if Liverpool Street were granted as a picking-up point, but it would be allowed to be used as a "transhipment base." This would be an added convenience to the public.

57,000 MORE GOODS VEHICLES

THERE were 1,325,616 goods vehicles on the roads at September 30, 1959, compared with 1,268,498 a year earlier, according to official figures issued on Monday. The total of hackney vehicles, however, declined from 97,005 to 93,323 between the same dates, although this was slightly accounted for by the abandonment of 256 trams.

The total of vehicles of all types rose from 7,903,638 to 8,606,047.

Men in the News

MR. R. BARTRAM has been appointed manager of "off-the-road services" of Tyresoles, Ltd.

MR. A. C. E. MUSK has joined the board of the Pollard Ball and Roller Bearing Co., Ltd.

MR. P. K. TAIT has been appointed giant-tyre user representative in Scotland of the John Bull Rubber Co., Ltd.

MR. W. A. MOENS has retired as national sales manager of the Dunlop Rubber Co., Ltd., after 34 years' service.

MR. CLAUD BARRINGTON has joined the board of Samson, Menzies, Ltd., insurance brokers. He is the chairman of B.R.S. (Pickfords), Ltd.

MR. GEORGE EDWARD MAGGS, staff discipline officer of the Bristol Omnibus Co., Ltd., has been nominated Sheriff of Bristol for the coming year.

LORD TEDDER, chairman of the Standard-Triumph group, has left on a 30,000-mile tour which will cover 10 countries and last for three months.

MR. D. T. DAVIES, formerly a representative in London, has been appointed South Wales district manager for U.S. Royal tyres of the North British Rubber Co., Ltd.

MR. A. LEE has resigned as superintendent of the Nottingham depot of B.R.S. (Parcels), Ltd., to become a director of Dakins, Removals, Ltd., Nottingham.

MR. D. ELVY has been appointed a member of the South-eastern Area Transport Users' Consultative Committee. She will represent local authorities and replaces the late COL. T. GREGORY.

MR. ERIC BUCK, regional leathercloth sales manager of Imperial Chemical Industries, Ltd., Birmingham, yesterday became chairman of the Midland Section of the Institute of British Carriage and Automobile Manufacturers. Mr. A. S. OSTLER, of the Rover Co., Ltd., became vice-chairman.

MR. W. E. A. WILLIAMS, formerly London and south-eastern representative, has been appointed sales manager of Sifbronze welding products by Suffolk Iron Foundry (1920), Ltd. He is succeeded by MR. G. A. EDMUNDS. MR. S. E. WITHERINGTON has become Birmingham representative.

MR. C. E. CALVELEY, chief motor transport officer of the engineering department of the General Post Office, has been promoted to assistant engineer-in-chief of the department. A successor has not yet been appointed. Mr. Calveley has been responsible for the supply to the G.P.O. operating departments of large numbers of vehicles and pieces of equipment.

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Mr. F. W. Knight, recently appointed general sales manager of Taskers of Andover (1932), Ltd.

MR. L. EXTON has resigned from the board of Westover Garage, Ltd.

MR. D. R. SMITH, traffic assistant of Bolton Transport Department, has been recommended, from a short list of four, for the position of traffic superintendent of Leicester Transport Department.

MR. J. S. BRIGHT has been appointed service manager of C.A.V., Ltd., with control of home and overseas matters. MR. C. W. BILLINGTON continues as service manager for the United Kingdom and will be responsible to Mr. Bright.

MR. A. BEARD, chief production engineer, MR. W. J. BURNELL, chief mechanical engineer, MR. S. H. GOSS, general sales manager, MR. A. P. H. PEHRSON, export manager, and MR. C. J. WILLIAMS, works manager, have been appointed to the board of Simmonds Aeroaccessories, Ltd. They were all previously executive directors. Mr. Goss and Mr. Williams have become assistant managing directors.

OBITUARY

WE regret to record the death of MR. GERALD BROWN.

Mr. Brown, who was 49, was assistant general manager of Maidstone and District Motor Services, Ltd. He had been with the company for 35 years.

2m.-gallon Fuel Depot at Sunderland

A SIX-ACRE site at Hendon Dock, Sunderland, previously used as a timber yard, has been developed into a 2m.-gallon storage depot of the Regent Oil Co., Ltd., in nine months. Storage and distribution facilities for petrol, kerosene, gas oil and lubricants would increase the oil trade of the port, which was already running at a record level, said Ald. N. L. Allison, mayor of Sunderland, when he opened the depot last week.

Road tankers will be filled from 14 covered loading arms, each capable of

Micrograms . . .

Buses For Iraq: Twenty-four Hungarian Ikarus buses have been delivered to Baghdad, Iraq.

Last Tram: Sheffield's last tram will run early in October, when the final conversion to motorbuses will take place.

Crossley Spares: The Crossley spares stores have been moved to A.E.C. (Sales), Ltd., at the Maudslay works, Alcester, Warwick.

Beldam Move: The Beldam Asbestos Co., Ltd., and Auto-Klean Strainers, Ltd., are to move to 109 Fenchurch Street, London, E.C.3, on February 8.

Changed Address: The address of the office of the United Dominion Trust, Ltd., in Peterborough, is 10 King Street, Cowgate.

No Extra Buses: No additional buses will be run by the Northern General Transport Co., Ltd., in the event of a national rail stoppage, which is planned for February 15.

Isuzu Factory: A £10m. factory is to be built by Isuzu Motors at Sagami, Kanagawa, Japan, to produce 10,000 cars and light commercial vehicles annually.

Comets for Delhi: Delhi Transport Department have ordered 50 Leyland Comet bus chassis from Ashok Leyland, Ltd., Madras. The undertaking already run 375 Comets.

Claim for Butyl: The Goodyear company claim that the use of butyl inner tubes caused fewer tyre failures than might otherwise have occurred during the hot weather last summer.

Thames for Geneva: Various Thames commercial vehicles will be displayed by Ford (Switzerland), S.A., at the Geneva Show, which opens on March 10. The exhibits will include a 4 x 4 tipper.

Air Ministry Trophy: The motor transport section of R.A.F. Cranwell have been presented with the Air Ministry's motor transport efficiency trophy, and a similar award from Air Training Command.

Spain Buying Japanese: The Japanese Hino Motor Co. are to supply 30 more buses to Spain under a barter-trade agreement. Spain sells rice to Japan and buys steel manufactures. Since 1957, 330 buses have been supplied.

Argentine Road Programme: A great fillip will be given to road transport in Argentina by the Government's decision to build 13,800 miles of new roads and reconstruct 1,800 miles of existing highways during the next five years. The cost is estimated at £230m.

Standard Depot: The lease of the premises on Western Avenue, London, N.W.10, previously occupied by the Hooper body-building concern, has been taken over by Standard-Triumph International, Ltd. The building will be re-opened as a London service depot to replace current facilities on the Chase Estate nearby.

delivering 300 g.p.m. Provision has been made for the installation of up to 10 more loading arms.

All loading points are in the centre of a yard which provides parking space, and gives access to a heated vehicle-washing bay and garage with pit and servicing equipment.

Stores for consumable goods, packaged lubricating oil and barrels are also provided. Fork-lift trucks will handle the barrels, and the floor of the oil store is at vehicle tailboard level for rapid loading.

Transport Director for Trial

A DIRECTOR of Quorn Transport, Ltd., Barrow-on-Soar, Leics, was sent for trial by a special Loughborough court, last week. He was accused of allowing the fraudulent use of a registration mark on a lorry; permitting the use of a goods-vehicle licence disc on the wrong vehicle; and allowing fraudulent use of an Excise licence.

Edwin Everest Hopley, Markfield Lane, Markfield, Leics, was remanded on bail in his own surety of £50 after pleading not guilty. Quorn Transport were also committed for trial at the Northampton County Quarter Sessions, on March 10, for alleged fraudulent use of an Excise licence and of a registration mark, and for using a licence disc with intent to deceive.

Seven other alleged Excise offences against the company were adjourned. The alleged offences came to light after a six-wheeled lorry, registration number MTE 417, was stopped by a police car. P.C. P. S. Smith told the court that he recognized the number as one belonging to a four-wheeler of a different colour.

On examining the registration plates later, P.C. Smith found the impression of another number, 15 MRF.

ASSOCIATION'S FUTURE IN DOUBT

THE future of the Road Passenger and Transport Association, the local Midland organization of coach operators and hauliers, is in the balance. The management council have held a series of meetings to decide whether the Association continues to serve a useful purpose in view of the facilities offered by the national bodies, but no conclusion has been reached.

Meanwhile, Mr. D. E. Skelding, who has been manager for many years, has resigned to become general manager of Traffic Consultants, Ltd., 8 Newhall Street, Birmingham. The company will advise operators on licensing and arrange representation in court. Their services will be offered to the R.P. and T.A.

TROLLEYBUSES EARN LESS

TROLLEYBUSES in Belfast last year brought in less money, carried fewer passengers and covered less mileage than in 1958, according to a schedule submitted to the transport committee. All-round increases by motorbuses were shown.

Trolleybus receipts dropped £59,667 to £869,387, passengers carried fell by 4,156,147, and mileage decreased by nearly 313,847. Motorbus receipts increased by £45,364, and passengers carried rose to 80,116,100, with 444,837 more miles covered.

ROOTES PLAN FOR SCOTLAND

A NEW factory is likely to be built at Linwood, near Paisley, Scotland, by the Rootes group. When *The Commercial Motor* closed for press on Wednesday, the construction of a new plant on Merseyside by the Ford Motor Co., Ltd., was expected to be announced.

Residents For and Against Terminus

RESIDENTS on a new housing estate at Downend, Bristol, last week divided into supporters and objectors to an application by the Bristol Omnibus Co., Ltd., to extend their stage service to match development of the estate.

Mr. T. D. Corpe, for the company, told the Western Traffic Commissioners that, although the terminus needed to be extended, "no one wanted a bus stop outside their front door."

It was proposed to move the terminus to a lay-by, and Mr. Corpe spoke of complaints about rowdiness at the existing terminus after public-house closing times, and of a meeting of 260 parents who had objected to the extension.

The Commissioners made a grant. Mr. S. W. Nelson, chairman, said: "We do so rather regretfully and we are sorry if this is going to have any effect on private households. The local council is in favour of the proposals, and it is quite impossible to please everyone."

CRITICISM BY MR. HANLON

SEVERE criticism was made by Mr. J. A. T. Hanlon, Northern Licensing Authority, last week, because he had not been notified that three vehicles of Tees-side Carriers, Ltd., Stockton-on-Tees, had been disposed of. The company were applying for a short-term licence for three vehicles to carry steel and other goods.

It was stated that an Official Receiver had been appointed in June, 1958, but that the assignment of three special A-licensed vehicles did not come to light until May, 1959. Mr. W. E. Wagstaff, who said that he assumed the managing directorship in October last year, told Mr. Hanlon that the concern fell into difficulties through paying dearly for special A-licensed vehicles.

The application was refused.

SIGN NOT LEGAL

A PARKING summons against a motorist was dismissed by Bishop's Stortford magistrates last week after he had submitted that because the "No Waiting" sign was fixed to a wall, instead of being on a pole, it was not legal. Police evidence was that a sign of this kind could be put up under special authorization, but because there was no evidence of this the magistrates rejected the charge.

GRANT WITHOUT COMMENT

LICENCES for express services, tours and excursions were formally granted without comment by the West Midland Traffic Commissioners, at Birmingham on Tuesday, when Mr. J. Else, for Don Everall, Ltd., Wolverhampton, told them that all the objectors had withdrawn.

BROCKHOUSE BID FOR SHARES

AN offer is to be made by J. Brockhouse and Co., Ltd., for the remaining ordinary capital of Albion Drop Forgings Co., Ltd. Brockhouse already own a part of the capital. The Albion company are to be completely integrated into the Brockhouse group.

Industry Needs New Highways

NEW roads capable of supporting industries in North Devon and North Cornwall were needed immediately, said Mr. D. O. Good, vice-chairman of the Road Haulage Association, addressing the Barnstaple Sub-area at their annual dinner last week.

Although the Government wished to finance the establishment of new industries, they seemed unaware of the necessity of roads to serve industrial expansion, he added.

Political and industrial difficulties still faced the R.H.A. Even if the Labour party appeared to have abandoned their basic creed, they would still, he thought, attempt to secure the renationalization of haulage. The return of free-enterprise road transport in 1953 was unforgivable in their eyes.

Mr. Good stated that the lack of M.P.s with first-hand knowledge of free-enterprise haulage was steadily being overcome. More M.P.s of Tory and Liberal persuasion were becoming interested in haulage through the entry into the House of Commons of Mr. Percy Browne, a haulier who represented Torrington.

WORKER GAVE 10s. LIFTS: FINED £5

A FACTORY worker who carried his colleagues to work in his small bus, and charged them 10s. a week, was fined £5 for using the vehicle as an express carriage without a road service licence at West Bromwich, last week.

Supt. H. Dix, prosecuting, said that a police officer and an official of the Traffic Commissioners saw two passengers alight from the defendant's vehicle in West Bromwich on December 4, 1959.

George Henry Sanford, Pattison Street, Walsall, also paid fines for having no vehicle insurance, no current driving licence, and for driving a public service vehicle while not having the appropriate driving licence.

It was stated that a coach service provided by his employers ended in August.

MAINTENANCE BONUS CLAIM

MAINTENANCE men of Sheffield Transport Department last week pressed for a further approach to the transport committee for bonus payments. They held a mass meeting following the refusal by the committee to accept a bonus scheme based on efficiency.

Men at Wolverhampton and Salford already receive such a bonus.

MORE A.E.C. SALES

A MARKED improvement in sales has been achieved by A.E.C. (Australia), Pty., Ltd., who have ordered 54 vehicles. These comprise 30 Monarch Mark VI models, 12 Mandators and 12 Mammoth Major six-wheelers. A total of 87 A.E.C. vehicles has been ordered by Australian operators since the beginning of this year.

Parliament Prepares to Reshape the Transport Commission

FROM OUR POLITICAL CORRESPONDENT

WHILE the threatened railway strike blankets everything else in the broad national transport picture, things are happening behind the scenes at Westminster which may well make big news later in this Parliament.

On the railway front, Ministers are making their dispositions. The permanent emergency committee, incorporating many Whitehall departments, has been alerted. Plans will now be made to keep the essential services going.

Pressures for reductions in fuel tax have begun and Mr. Amory has said he has received representations from the Joint Fuel Tax Committee for the Passenger Road Transport Industry and from local authorities. It was pointed out to him that the tax puts a huge burden on local authorities.

Action on B.T.C. Soon

There are hints that Mr. Marples may be ready to do something in the next two or three months about the British Transport Commission.

He has before him two memoranda from Conservative back-bench groups, the object of which is to let the Commission concentrate on running the railways without being sidetracked.

It is, in other words, a plan for partial denationalization and there is a growing feeling among Tory M.P.s—refreshed by the country's third successive vote against nationalization—that something ought to be done.

One idea is that the Commission should be told to dispose of their ships—they made a profit of £2.3m. last year. They would, under the back-bench plan, be sold back to the shipping companies—and their total value is in the region of £18m.

At the same time the wharves, docks and harbours, worth more than £80m., and the inland waterways, valued at more than £20m., and the hotels and catering services, worth £11m., would be hived off.

Ships Might Be Sold

Ships and harbour facilities might be sold to private concerns, and railway hotels, refreshment rooms and the like to come under 21-year leases for development by catering and hotel interests. The meals on trains, it is suggested, might be handed over to the Pullman Car Co.

Under the plan a new Waterways Board would take over the canals.

Then, with the Commission free to concentrate on running the railways, its own structure would be overhauled drastically, with a good deal of decentralization, resulting in the B.T.C. merely handling the finances.

All this would be combined with genuine streamlining of the railways themselves. Uneconomic branch lines would be closed down even more quickly, and freight traffic handled intelligently, with modernized marshalling yards and goods depots properly planned.

The object of this part of the exercise would be further integration of road and rail traffic.

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Things cannot be allowed to drift much longer, the back-benchers say. Now that they are conscious of the voters' dislike of nationalization, they say a definite decision should be made on the nationalized industries—whether they are to be accepted tamely and allowed to bumble on losing money hand over fist, or whether they are to be made to work properly.

The first essential, of course, is to see the trains run at all.

TREASURY PRESSED ON FUEL TAX

CLAIMS for the abolition of duty on oil fuel were pressed at the Treasury last week by a deputation representing the road passenger transport industry. Members came from the joint fuel tax committee of the Municipal Passenger Transport Association, Public Transport Association, Passenger Vehicle Operators' Association and the Scottish Road Passenger Transport Association.

The committee have launched a campaign for support, and written to M.P.s, local authorities and other organizations. The present tax is said to add 10 per cent. to bus operating costs.

The Chancellor of the Exchequer was non-committal in the House of Commons last week when asked by Mr. Frank Allaun (Lab., Salford East) to consider reducing or removing the duty.

MORE STRIKES IN 1959

WHILST stoppages and time lost as a result of strikes declined generally last year, troubles in the motor industry increased, the Ministry of Labour stated last week. The number of days lost rose from 160,000 in 1958 to 465,000 last year, and the number of men taking part in stoppages more than doubled to 157,600.

There was a total of 135 stoppages, 51 more than in the previous year.

NO TIGHTER LICENSING

AN attempt by Mr. G. Darling (Lab., Hillsborough) to persuade the Government to tighten up the licensing of commercial vehicles was resisted in the House of Commons, last week, by Mr. Ernest Marples, Minister of Transport. Mr. Darling wished licences to be withheld from operators who did not possess adequate garages or maintenance facilities. Mr. Marples thought the existing law met the need.

"Ticket" Fines to Start in London

THE "ticket" system of fines is to be included in a Bill to be promoted by Mr. R. A. Butler, Home Secretary, in the House of Commons during the current session. He made this announcement officially in the House last week.

He said that the system was proposed to be operated experimentally in London in the first instance. In the case of certain traffic offences—principally parking—a ticket would be attached to a vehicle, stating that the driver could, if he wished, pay a standard penalty to a court as an alternative to being prosecuted. A driver who wished to deny that he had committed an offence could withhold payment of the standard penalty and be proceeded against in the normal manner.

Mr. Butler denied that the system would cut across the right of the subject to be presumed innocent until he was proved guilty. Individual liberty was preserved by the right to go to court.

He agreed that it would be necessary to make sure that a man who exercised the right to go to court should not pay a greater penalty than the standard fine, merely because he elected to defend himself. He agreed also that it would be necessary to consider concealing from courts the knowledge that the driver had refused to pay the standard fine.

POLICE SATISFIED WITH "SMOKE" POWERS

ANOTHER attempt to strengthen the powers of the police to deal with black smoke from oil-engined vehicles was made in the House of Commons last week by Mr. R. Gresham Cooke (Cons., Twickenham). He maintained that the law was too narrow to provide for convictions and suggested that it should be a ground for prosecution if the smoke caused annoyance or inconvenience.

Mr. David Renton, Joint Under-Secretary of State for the Home Department, promised to consider this proposal. He said, however, that the police regarded their existing powers as reasonably satisfactory, although difficulties sometimes arose. The Commissioner of Police had recently told him that generally it was not any shortcoming in the wording of the regulation which prevented prosecution, but a lack of evidence.

LIMIT NOT ANOMALOUS

IT was not anomalous that a van used for private purposes should be restricted to 30 m.p.h., Mr. E. Marples, Minister of Transport, told Mr. Will Owen (Lab. Co-op., Morpeth) in a written reply in the House of Commons last week.

The Minister said that a goods vehicle should be subject to the same speed limit whether it was being used for private or commercial purposes. Enforcement of speed limits would become extremely difficult if they were not related to classes of vehicle which could be easily recognized by the police.

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Mr. Hanlon Questions Weight of C. Bristow Vehicle: Extra 27 cwt.

EITHER the British Transport Commission had been operating a vehicle of 3 tons 16 cwt., when the registration book and licence specified 2 tons 9 cwt., or since it came into the possession of C. Bristow, Ltd., "something had happened" to add 1 ton 7 cwt., Mr. J. A. T. Hanlon, Northern Licensing Authority, observed at Newcastle upon Tyne, last week.

The company, on the expiry of a special-A licence, specified at the higher weight, applied for an A licence for a vehicle with a normal user of "general goods, Great Britain" to be based at Gateshead.

Mr. Hanlon said that the special-A licence, for a Bedford four-wheeled tipper of 2 tons 9 cwt. 2 gr., was acquired from the B.T.C. in January, 1955. It appeared, from the documents, that the weight had been amended to 3 tons 16 cwt. in the same month. Mr. A. L. Jeffers, local manager of Bristow, said that he knew nothing of the matter.

"The vehicle continued as such until April 20, 1955," added Mr. Hanlon, when it was changed from a tipper to a flat vehicle. Mr. Jeffers said that that had happened before his time.

The Authority said that he had heard of vehicles, particularly tippers, accumu-

lating a certain amount of dirt and moisture, but never as much as 1 ton 7 cwt. On being told by Mr. Jeffers that he could offer no explanation, Mr. Hanlon asked someone to find out, and adjourned his decision.

The applicants, said Mr. T. H. Campbell Wardlaw, for the company, were one of a number of associated concerns operating in Wales, Exeter, Norwich, Warrington. Liverpool, Glasgow and London.

A similar application had been made by another associate, Davis Bros. (Haulage), Ltd. (*The Commercial Motor*, October 23, 1959). The same arguments had been advanced, but a decision was still awaited.

After presenting figures, Mr. Jeffers said that if the licence were granted the vehicle would continue to carry all types of goods.

Haulier Tries Again for Licence

ACUMBERLAND haulier, who 18 months ago had his special-A licence revoked by Mr. J. A. T. Hanlon, Northern Licensing Authority, applied for an A licence at Penrith last week.

The application, by Mr. William Stubbs, Norfolk Road, Penrith, was for a 7½-ton platform vehicle to carry machinery, foodstuffs, agricultural produce and requisites in Scotland, the Midlands, north-east and north-west England, and London.

Mr. T. W. Campbell Wardlaw, for the applicant, said that Mr. Stubbs had done something wrong in altering the weight of a vehicle without notifying the Authority, but had now completely purged himself of the offence. Others whose licences had been revoked on similar grounds had now had them restored.

The applicant had suffered great hardship and had been out of work for some time. After his licence was revoked in July, 1958, he made an unsuccessful application for a licence in October the same year.

Later he acquired the shares of S. Rush, Ltd., Newcastle upon Tyne, and an application to put another vehicle on that licence was refused. In May, 1959, he appealed to the Transport Tribunal to vary the licence by addition of a vehicle of 5 tons 13 cwt. in place of one of 5 tons 2 cwt., and the appeal was allowed. Recently he had obtained an A licence in the Scottish Traffic Area.

Cross-examined by Mr. F. S. McHugh, for the British Transport Commission, who objected, Mr. Stubbs said a vehicle with a special-A licence was operated

from a house in Dumfries. His other vehicle, the licence of which he was applying for, had been hired part of the time and for some of the time had been lying idle. He had had several inquiries from clearing houses for business.

Mr. McHugh submitted that there was no need for the vehicle and asked if Mr. Stubbs was a fit and proper person to hold a licence.

Following the Tribunal's decision, Mr. Hanlon said that a licence had been issued to S. Rush, Ltd., but they had not been able to find a registered office or the secretary of the company. Mr. S. Rush and his wife had nothing to do with the concern.

Mr. Hanlon reserved his decision.

New Transport Companies

Modern Motors (Commercial Road), Ltd. Cap. £100. Subs.: J. D. Watney and E. Berry, 61 Carey Street, London, W.C.2.

S. Portors (Haulage), Ltd. Cap. £100. Dirs.: A. S. Portors and Mrs. F. C. M. Portors, 9 Hadley Street, London, N.W.1. Sec.: A. S. Portors, Reg. office: 9 Hadley Street, London, N.W.1.

Gwent Haulage Co. (Newport), Ltd. Cap. £1,000. Dirs.: W. H. Bruce, 18 Tennyson Avenue, Llan-wern, Mon. and L. E. Jones, 4 Dale Road, Newport. Sec.: W. H. Bruce, Reg. office: 56 Stow Hill, Newport.

G. B. Edwards, Ltd. Cap. £25,000. Dirs.: G. B. Edwards and Mrs. J. Edwards, Bedford House, Trewnack, Helston, Cornwall. Sec.: F. Nicholas, Reg. office: Bedford House, Trewnack.

L. Tattersall and Co., Ltd. Cap. £2,000. Dirs.: L. Tattersall and E. Tattersall, 98 Sydal Road, Gatley, Cheshire. Sec.: E. Tattersall, Reg. office: 8 Pater Street, Manchester, 2.

John Villiers and Co., Ltd. Cap. £100. Dirs.: J. H. Villiers and Mrs. U. L. Villiers, 16 Mores Gardens, Cheyne Walk, London, S.W.3.

Cottis and Sons (Contract), Ltd. Cap. £100. Dirs.: N. P. Cottis, 44 High Road, Hockley, Essex, and Mrs. J. K. Warner, 348a Rectory Road, Hawkwell, Essex. Sec.: A. J. W. Warner, Reg. office: Union Lane, West Street, Rochford, Essex.

McVeigh to Have All Comets

WHEN the Liverpool branch of McVeigh Transport, Ltd., successfully applied to Mr. A. H. Jolliffe, North Western Deputy Licensing Authority, last week to replace seven existing A-licensed vehicles with heavier models, it was stated that the company were standardizing upon Leyland Comets.

There was no intention, said Mr. S. A. Sears, administrative manager, that payloads would be increased. These would stay at 7 tons. Neither would the type of traffic change. The London and Hull depots now had wholly Comet fleets, and 36 of 49 vehicles at Grimsby had been replaced.

THREE RHIND VEHICLES SUSPENDED

TWO vehicles of John Rhind (Transport), Ltd., have been suspended for three months and another for one month by Mr. A. Robertson, Scottish Deputy Licensing Authority. Giving his decision last week on the company's application, heard last December, to amalgamate 28 special-A-licensed vehicles with 12 under ordinary A licence at Aberdeen, he stated that the company had operated vehicles outside the conditions of their declared normal-user.

Of the 28 vehicles, four were based in Perth, nine in Glasgow and 15 in London. Apart from the suspensions in respect of three vehicles, the application was allowed.

HAULIER MIGHT HAVE HAD COSTS

WHEN a haulier withdrew an application the day before it was scheduled to be heard, at Newcastle upon Tyne last week, Mr. J. A. T. Hanlon, Northern Licensing Authority, said that if he had had the power he would have awarded costs against him.

Representatives of eight objectors had travelled to Newcastle. The letter of withdrawal from Mr. J. Maitland, South Moor, County Durham, who had sought a licence variation, would be kept on the file for future reference, said Mr. Hanlon.

Welltrips, Ltd. Cap. £100. Subs.: J. Herbert and T. A. Herbert, 156 Strand, London, W.C.2. Sec.: T. A. Herbert.

Triperand, Ltd. Cap. £100. Other particulars as for Welltrips, Ltd.

Teager Transport, Ltd. Cap. £100. Dirs.: G. S. Keeling, The White Cottage, Cock Clarks, Chelmsford, Essex, and B. J. Teager, 74 Southchurch Boulevard, Thorpe Bay, Essex. Sec.: G. S. Keeling, Reg. office: 30 City Road, London, E.C.1.

Collis Road Transport, Ltd. Cap. £100. Dirs.: R. W. G. Collis and Mrs. D. J. Collis, 30 Arthur Road, London, N.7. Sec.: R. W. G. Collis, Reg. office: 55 Long Acre, London, W.C.2.

E. W. Sampson, Ltd. Cap. £1,000. Dirs.: E. W. Sampson and M. E. Sampson, 10 York Avenue, Liverpool, 17. Sec.: E. W. Sampson, Reg. office: 81 Dale Street, Liverpool, 2.

J. W. Stiff, Ltd. Cap. £1,000. Dirs.: J. W. Stiff, 153 Ashburnham Road, Luton, and F. E. Hawkes, Brook End, Eversholt, near Blechley, Bucks. Sec.: F. E. Hawkes, Reg. office: 27 Dunstable Road, Luton.

Merrichest Transport, Ltd. Cap. £100. Dirs.: F. A. Durant, 1 Ash Road, Hartley, near Dartford, Kent, and R. Engleton, 44a Old Road East, Gravesend. Sec.: D. E. G. Wing, Reg. office: Merrichest, Bean, near Dartford.

Mr. Quin Seeks More Facts: Boom Swamping Haulage Facilities

AFTER being told that haulage facilities in the central Scotland and Grangemouth areas were being swamped because of an industrial boom, Mr. W. F. Quin, Scottish Licensing Authority, at Glasgow last week, adjourned the hearing of an application for increased tonnage by J. and A. Smith of Maddiston, Ltd., so that more evidence of objectors' services could be given.

New Meat Transport Regulations Mooted

NEW regulations for the carriage of meat are likely to be issued by Mr. J. S. Maclay, Scottish Secretary of State. Writing to Mr. G. M. Thomson, M.P. for Dundee, Mr. Maclay said that standards of hygiene in Scotland were not satisfactory, and expressed regret over the withdrawal of closed meat vans in Dundee (*The Commercial Motor*, last week).

"It is a fact that in Scotland, although not in England, most meat is carried on platform-type lorries with removable canvas covers. I should like to see the use of closed vans greatly extended rather than discontinued," Mr. Maclay wrote.

He pointed out that regulations issued last year already applied to butchers carrying meat in their own vehicles. More detailed proposals to deal specifically with the handling and transport of meat were under consideration.

B LICENCE CUT TO ONE VEHICLE

BECAUSE one of two vehicles on a B licence had been disposed of—a fact which had not been reported to him—Mr. W. F. Quin, Scottish Licensing Authority, renewed it in respect of only one at a hearing in Glasgow last week.

Mr. William Wood, Glasgow, sought to continue his B licence for two vehicles with an increase in radius from 20 to 25 miles. The disposal of one vehicle had not been indicated in the presentation of the application. Mr. Quin said that, in their own interests, licence-holders should immediately inform him of such changes so that there would be no need to raise questions later.

He made a grant for one vehicle to carry engineering and building material up to 25 miles.

GRANT FOR "ARTIC"

A licence for an articulated outfit in place of a rigid was granted to Mr. G. A. Stamper, Culgaith, by Mr. J. A. T. Hanlon, Northern Licensing Authority, at Penrith last week.

The applicant contended that the articulated vehicle would be easier to maintain and would cut out Sunday loading by allowing the use of a spare semi-trailer.

The licence was granted to allow the carriage of general goods, agricultural goods, livestock, produce, machinery and other goods to Scotland, Northern England and the Midlands.

British Road Services objected to the application, which was for five tractors of 25 tons, five semi-trailers of 18½ tons, a vehicle of 5 tons and a "trailer portable tanker" of 5½ tons.

The company had concentrated on carrying for major manufacturing concerns, said Mr. James Smith, of the applicant company. Petroleum products, plastics, chemicals, shipping and storage of goods were involved.

Efforts had been made to overcome pressure of work by intensified efficiency, but despite this and much hiring the present fleet was working to the limit. There was difficulty in hiring suitable vehicles.

Mr. Quin observed that the volume of hiring was not in itself important: the difficulty of obtaining suitable hired vehicles was.

An associated storage company had extended their warehouse space from 2m. to 9m. cu. ft., and were also experiencing acute hiring difficulty, he was told.

Questioned on the use of articulated vehicles, Mr. Smith said that this was a matter of fleet standardization. There was also stated to be a shortage of tankers in the area.

Mr. Eric Harrop, of the Alliance Box Co., told the court that many sub-contracted vehicles had been unsatisfactory, and that one customer had withdrawn work temporarily because of this. Similar evidence was given by Mr. John Hall, transport manager of the Alloa Glass Co., Ltd.

Objections to Big Increase Withdrawn

OBJECTIONS by the British Transport Commission and private hauliers to an application by Robert Wynn and Sons, Ltd., to increase their fleet by eight heavy articulated vehicles, totalling 78 tons, had been withdrawn, Mr. Idris Owen, South Wales Licensing Authority, was told at Newport, Mon, last week.

Mr. Noel Wynn stated that his company had agreed that the vehicles should be limited to the carriage of protected tubes and tubular-steel assemblies for Stewarts and Lloyds, Ltd., throughout Britain.

He gave warning, however, that a fresh application for the limitation to be lifted might be made later.

The application was based on evidence of increased output by Stewarts and Lloyds, but it was maintained that

Mr. Blower Returns to Guy Board

MR. A. L. BLOWER, the former chairman, and Mr. A. G. Jones, previously managing director, were re-elected directors of Guy Motors, Ltd., at last Friday's extraordinary meeting of shareholders. Their re-election at the annual meeting in December had been defeated by a small minority of shareholders.

Mr. Robin Guy, who was elected chairman after December's meeting, said production had increased by 44 per cent. and orders by 53 per cent. since the end of the last financial year. The company's biggest problem was the position of their South African subsidiary, for whom difficulties had been caused by the depression of hire-purchase business with non-European customers.

Mr. J. J. Parkes, chairman and managing director of Alvis, Ltd., and Mr. Arthur Chamberlain, a director of J. Brockhouse, Ltd., were last week appointed to the Guy board.

LEYLAND GROUP CONFIDENT

CONFIDENCE in the group's prospects to the end of the present financial year was expressed by Sir Henry Spurrier, chairman and managing director of Leyland Motors, Ltd., in his annual statement issued on Tuesday.

He thought that, in Great Britain, the group could look forward with optimism, at least during the present Government's tenure of office.

TROLLEYBUSES TO GO

A PLAN to replace trolleybuses with motorbuses has been approved by the Grimsby and Cleethorpes Joint Transport Committee. The new motorbus service will connect with new direct routes to Cleethorpes for passengers in outlying districts of Grimsby.

The committee also decided to give Grimsby dock workers a special shuttle service at peak periods.

The existing fleet was already heavily employed. The value of work done showed a rise of £20,000 in the past three years.

Stewarts and Lloyds were old customers of the company, and work for them showed a substantial increase. Traffic was from Newport to all parts of Britain. Early last year a new plant was laid down at Newport for the manufacture of protected steel tubes. These were not suitable for rail transport.

The plant came into operation last June, and from June 1-December 31 a total of 3,364 tons of tubes left the works. Wynn carried 3,139 tons.

In October Wynn were told that Stewarts and Lloyds would start double-shift working, which was the reason for the present application. It was not certain that the proposed additional vehicles would cope with all the extra work.

The Licensing Authority reserved his decision.

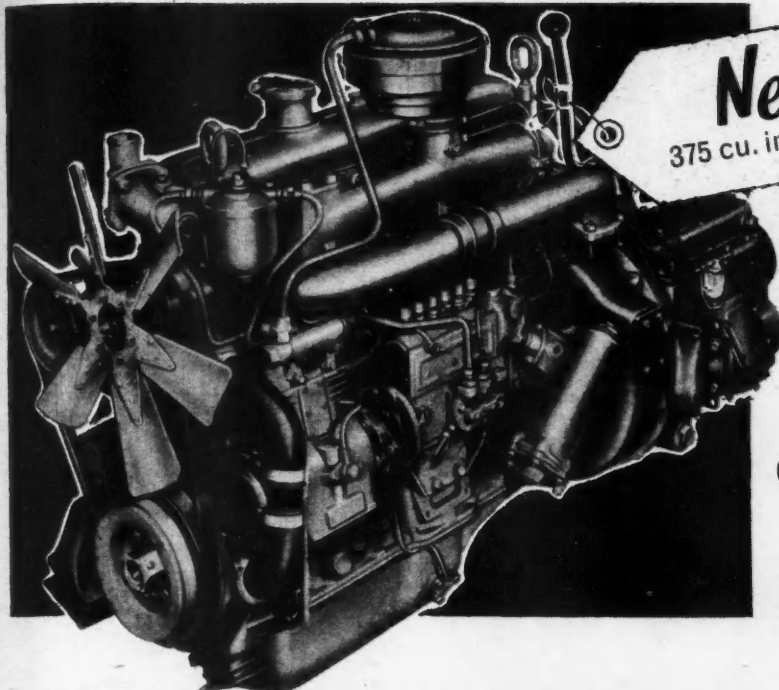
PROFIT AND LOSS

Mann Egerton and Co., Ltd., £136,513 net profit after £132,478 tax. Year's dividend 22 per cent.

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New
375 cu. in. Diesel

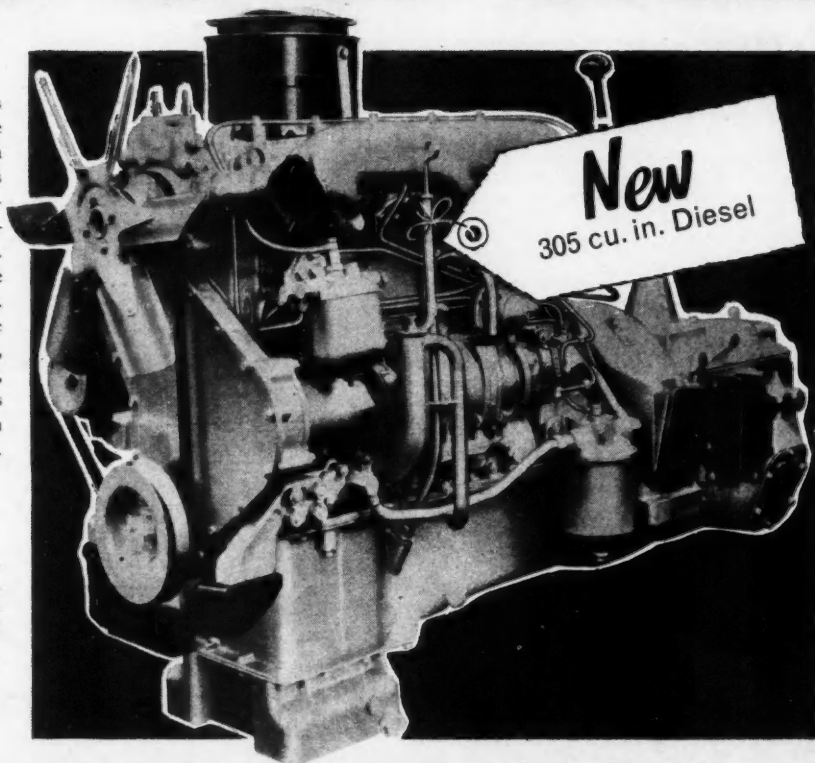
This 110 b.h.p. unit is the mightiest diesel ever to power a Dodge. It is now available in Forward Control 7-ton load carriers and Tractor models.

**GET
MORE
POWER**

GET DODGE

A Dodge is job-rated for the task it has to perform. That is why you get the choice of six husky power units from 192 to 375 cu. ins. capacity. Each is designed to provide in abundance today's three most wanted qualities—efficiency, economy and endurance. And with the right capacity engine comes the right type of transmission. There are four sizes of clutch and three different gearboxes—one four-speed, two five-speed. Whatever you haul, wherever you haul, Dodge power keeps big loads moving on schedule with satisfying economy and dependability.

For Dodge 5 and 6-ton models this new 89 b.h.p. diesel brings more power. Distributor type fuel pump and chrome surfaced cylinder liners are among its outstanding features.



New
305 cu. in. Diesel

THE TRUCK THAT CAN TAKE IT

MADE IN BRITAIN AND BUILT TO LAST BY DODGE BROTHERS (BRITAIN) LTD., KEW, SURREY. TELEPHONE: PROSPECT 3456 (12 LINES)

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When you've got to stop

you can rely on **MINTEX**

High Performance brake liners

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South Wales Route Reconstruction

WORK is to start at once on reconstructing the Heads of the Valleys road, part of the link between South Wales and the Midlands. The A465 between Abergavenny and Hirwaun, which passes through mountainous country and rises to nearly 1,300 ft., will be made into a modern highway for 24 miles.

At the eastern end, it will be linked to the Ross Spur motorway, now under construction, by the modernization of the existing road between Abergavenny and Ross. The new road, with a 33-ft. carriageway, will leave the A40 south of Abergavenny and run in a north-westerly curve through the valley of the Usk to Gilwern. A new bridge will carry the road over the Usk.

From the village of Gilwern, the highway will run south-westwards to Brynmawr. For the last 2½ miles it will climb nearly 700 ft., at a gradient of 1-in-20, to replace the present road over Black Rock Hill, which has gradients of 1-in-8.

On this length, the new road will be carried through Clydach Gorge on a shelf cut into the rocky hillside. The removal of more than 300,000 tons of rock will be involved. The road will cross the River Clydach on a new 400-ft.-long viaduct.

SEVERN BRIDGE—NEW STAGE

PLANNING of the Severn bridge and approach roads reached a new stage, last week, when the Minister of Transport issued draft regulations providing for alterations.

These are necessary because access to the road, apart from the terminal junctions with A38 and A48, will be limited to junctions with the B4461 and the Newhouse Farm Road, and the future Wye Valley link road.

TAIL SKIDS SHOULD BE FITTED

HAULIERS who send vehicles to Liverpool docks with goods for export have been recommended to fit their vehicles with tail skids to facilitate unloading at the quayside.

This suggestion was made at a meeting of the transport committee of Liverpool Chamber of Commerce last week, when the question of delays at the docks was raised.

It was stated that although ship owners normally provided cranes and slings, the responsibility for unloading rested upon the lorry drivers.

N.A.A.F.I. DRIVERS' WAGES UP

TRANSPORT employees of the Navy, Army and Air Force Institutes have had their wages increased by 7s. a week in London, and 6s. 6d. a week in the provinces, as a result of negotiations by the Transport and General Workers' Union. The following are the new London rates, with the provincial in parentheses: Vehicles of 1 ton or less, £9 16s. 6d. (£9 6s.); 1-5 tons, £10 0s. 6d. (£9 10s.); 5-8 tons, £10 5s. 6d. (£9 15s.); 8-12 tons, £10 13s. (£10 2s. 6d.).

Market Annexe Site Opposed

OPPOSITION is being organized against London County Council's proposal to convert a 5-acre site, known as St. Luke's printing works, into an annexe to Covent Garden market. It is stated that 500 lorries could be dealt with at a time at the annexe.

The L.C.C. have been looking for a suitable place for a Covent Garden annexe to relieve the congestion at the main market, and the site they have chosen is at the intersection of City Road and Old Street. This is a busy junction, and in the vicinity are narrow residential streets, schools and an eye hospital.

Last week a protest meeting was held at the House of Commons. Lord Luke said that the plan was not helpful to the Minister of Transport's wish to keep traffic moving. Cllr. J. Samuels, leader of Shoreditch Borough Council, stated that the L.C.C.'s scheme was "born out of desperation without regard to the facts."

A deputation of six M.P.s is to approach the Minister of Housing and Local Government on the matter. In the area itself there is puzzlement over why the old Caledonian market should not have been selected.

PRINCIPLE FOR CARELESS-DRIVING CASES STATED

WHEN a driver is charged with driving without due care and attention, it does not matter if his failure to exercise caution results from a deliberate act or an error of judgment.

This was stated by Lord Parker, Lord Chief Justice, in the Queen's Bench Division last week. A lorry driver had been summoned at Ludlow for driving without due care and attention at All Stretton, Salop, but the magistrates dismissed the case as they concluded that his actions were deliberate and calculated.

This decision was taken to appeal before Lord Parker, who said that the magistrates would be directed to consider "whether the defendant exercised that degree of care and attention that a reasonable and prudent driver would exercise in the circumstances."

£370,000 RISE IN COSTS FORESEEN

FORESEEING an increase in operating costs of about £370,000 in the coming year, Mr. F. S. Taylor, general manager of Newcastle upon Tyne Transport Department, is to ask the city council to apply for an increase in bus fares later in the year, if necessary.

Although a net profit of £146,000 for the year ending March 31 was anticipated, Mr. Taylor now faces a possible wages increase of £128,000, a reduction in working hours costing £150,000, and a loss of £92,000 created by the proposed abolition of the "eight-standing" rule.

In addition, a fleet-replacement programme would cost about £2m. The undertaking, he said, did not want to be in the position of having to wait six months before they could put ½d. on the fares.

Fog Settles Dispute Over Routes

FOG brought about a quick settling of differences between applicants and objectors before the Yorkshire Traffic Commissioners at Bridlington last week. East Yorkshire Motor Services, Ltd., were applying to vary the routes of various stage-carriage services to Driffield, but were opposed by Driffield Urban District Council, who disputed the suggested routeing through the town on grounds of road safety.

After hearing the evidence, Maj. F. S. Eastwood, chairman, looked at the thickening fog outside and asked the parties if they wished to continue the case the next day. There was a hasty consultation between them, and an agreement was reached subject to detailed discussions on the routes being held.

Mr. W. R. Hargrave, for E.Y.M.S., said that the proposed routes would provide better links with railway stations, and might induce some people who had given up using public transport in favour of private to return. The industry could not afford to lose any more traffic, and road-rail links should be improved.

The concern had been considering this for some years, and had made provision for direct road services from railway stations at 20 centres.

LANCASHIRE TO TRY DIFFERENT CHASSIS

HAVING to replace 116 ambulances, Lancashire Health Committee are to buy 30 chassis of different types so that, after comparative trials in service, the remaining new vehicles may be selected according to operational experience. The order for the 30 chassis will be equally divided between Bedford, Karrier and B.M.C. models, and five of the B.M.C. types will be oilers.

Five companies will be asked to build the bodywork. Some bodies may be partly of plastics construction, but it is hoped to obtain a small number wholly made of this material.

OVERLOADING GIVES CONCERN

CONCERNED about the overloading of farm lorries, especially those carrying sugar-beet, Bury St. Edmunds Corporation have stressed the need for greater co-operation between hauliers, farmers and weights and measures inspectors.

The watch committee, having considered six cases of alleged overloading, have instructed the town clerk to prosecute in three, if he is satisfied with the evidence, and to warn those concerned in the others.

MORE NIGHT-WORK

NIGHT-SHIFT working on Bedford goods vehicles was extended this week. Light-van assembly, and the painting and trimming of lorry cabs and bodies, will provide work for 150 additional workers who have been taken on. By next month, the new working will result in an increase in production of 27 units a day. This will raise the output of light vans to 193 a day.

Mr. Quin Has Praise for Haulier

A HAULIER was congratulated by Mr. W. F. Quin, Scottish Licensing Authority, at Glasgow last week, for applying for a more suitable vehicle before acquiring it, rather than first putting it on the road and then seeking approval.

Mr. Thomas McMillan, Newton Mearns, wished to replace a vehicle of 3 tons unladen weight by one of 5 tons. He proposed to buy an Albion Reiver to carry heavy agricultural machinery and equipment. Such loads overhung his present lorry.

A larger vehicle, said Mr. A. Jones, director of the Scottish Adhesives Co., Ltd., Glasgow, would provide better transport for drums of inflammable material, which the railways would not carry.

It was pointed out for the British Transport Commission, who objected, that the bigger vehicle would have 4 tons more payload capacity. Mr. Quin said that he proposed to exercise his discretion as the applicant had had the "good sense" to ask for a heavier vehicle before obtaining and operating it.

TOWING IN IGNORANCE

A KESWICK garage proprietor, who had used his light cross-country-type vehicle for towing caravans without knowing that he had to have a B licence, was granted a licence for a radius of 20 miles by Mr. J. A. T. Hanlon, Northern Licensing Authority, at Penrith last week.

For Mr. F. Hinde, Crosthwaite Garage, the applicant, Mr. T. H. Campbell Wardlaw said that his client was under the impression that his C licence covered the towing of caravans. He had been told that this was in order by someone at the office of the Licensing Authority, in Newcastle upon Tyne. His business was concerned mainly with towing caravans locally, although he did sometimes go farther afield.

Mr. W. B. Tyson, one of two objectors, said that he had one of the six vehicles licensed in Cumberland to tow caravans. He was concerned with towing only new caravans for longer distances.

M1 STOP COST £5

A LONDON lorry driver was fined £5 for parking on the verge of the M1, at Amptill, Beds, last week. It was believed to be the first case of its kind. Regulation 9 of the Motorways Traffic Regulations, 1959, lays down that no vehicle shall be driven or stop on any verge on the motorway except in an emergency.

ENFORCING WEIGHT LIMITS

WITH a view to enforcing the maximum laden weights prescribed by regulations, Lancashire County Council are being asked to re-establish the vehicle weighing section of the weights and measures department. Operation of the section was suspended during the war.

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Continuation "Nonsense" and an Injustice to Tanker Operators

IF Fred Chappell, Ltd., Batley, were allowed to continue to operate under A licence, simply because they had spent a lot of money in modifying vehicles, it would make nonsense of the licensing system and be a great injustice to tanker operators who had built up their fleets by normal methods.

This submission was made by Mr. Kemp, for Bulwark Transport, Ltd., Chippenham, to Mr. J. H. A. Randolph, Yorkshire Deputy Licensing Authority, last week. Bulwark Transport were objecting to Chappell's application to transfer five vehicles from special A to A licence. The hearing was being continued at Leeds (*The Commercial Motor*, December 4, 1959).

The Authority made a grant, but dated it from April 1 to give the objectors a chance of regaining traffic they had lost during 1956-57.

Chappell had been determined to circumvent the 1953 Act and break into the profitable tanker traffic at the expense of existing hauliers, said Mr. Kemp. His clients did not challenge the claim of need; they founded their case on a question of principle.

There had been a complete change of user from that implied by vehicle descriptions on application forms, and increases in unladen weights. With one exception, all the vehicles had been acquired as flats. They had never turned a wheel as such, added Mr. Kemp, who also claimed that there had been false representations of ownership.

Mr. J. MacInnes, formerly sales manager of Comberhill Motors, Ltd., Wakefield, had said previously that in all cases Chappell had signed the forms and were responsible for statements of intention.

Recalled last week, Mr. MacInnes denied that the transactions had been used as a device to defeat the limitations

imposed by the 1953 Act. He had gone to the office of the Yorkshire Licensing Authority for advice and acted on what he had been told.

Asked by Mr. Randolph why, if no falsification were involved, it was necessary to seek advice, Mr. MacInnes said that he had simply asked what to do and carried out instructions received.

Mr. A. W. Balne, for B.R.S. (Pickfords), Ltd., who also objected, said that the application was based on falsity. It was clear what the views of the Transport Tribunal regarding false declarations were since the C. F. Gill appeal.

Any officer of the Licensing Authority who was asked for advice was put in an embarrassing position. A suspension in this case would be unsuitable, he submitted. It would allow Chappell to keep their gains in return for temporary inconvenience.

There had been no intention to deceive and at no time had Chappell or Comberhill Motors been told that what they were doing was wrong, said Mr. P. Kenny, for Chappell.

Before giving his decision, Mr. Randolph observed that large sums of money had been spent. It would have been better if Chappell had taken the advice of a competent lawyer instead of approaching clerks at the Licensing Authority's office.

It was clear that there was never any intention to operate the vehicles as described on the forms, and Mr. Chappell must have wondered whether the situation was not too good to be true.

Work to U.S. Base Beyond Limit

BECAUSE two B-licensed vehicles of M.S. Haulage, Ltd., Liverpool, had been mainly employed to carry food to the U.S. Air Force base at Burtonwood, near Warrington, they had exceeded the seven-mile limit imposed by the licence terms.

This came to light before Mr. A. H. Jolliffe, North Western Deputy Licensing Authority, last week, when the company applied to extend the limit to 20 miles. It was explained that the Americans had left Burtonwood and the food transport had ceased. There had been many requests from organizations outside the Liverpool area who wished to use the company's facilities.

Mr. G. P. Crowe, for the British Transport Commission, who objected, pointed out that Burtonwood was more than seven miles from Liverpool. Therefore M.S. had been operating improperly. It was a case of "gross carelessness" by

a company who had a local licence permitting them to operate in Liverpool and Merseyside, he submitted.

Mr. H. H. Roebuck, a director of the applicant concern, said that he had had no intention to deceive. When looking at certain maps it was easy to gain the impression that Burtonwood was near Liverpool.

The majority of maps was accurate, responded Mr. Crowe. Witnesses should have been called to prove that the vehicles would be fully employed if the radius were extended, and figures should have been produced. The applicants had not even bothered to ascertain the places to which they were allowed to carry.

Mr. Jolliffe refused the application for lack of evidence, and said that he would not penalize M.S. as he believed that they had not intended to behave irregularly. They had, however, been guilty of acting carelessly.

Linking Said to Have Created Unlicensed Through Service

THE linking of Manchester-Nottingham and Nottingham-Great Yarmouth express services by Ribble Motor Services, Ltd., the North Western Road Car Co., Ltd., and Lancashire United Transport, Ltd., had created a new unlicensed through service.

This was alleged by W. Robinson and Sons (Great Harwood), Ltd., when they objected before the North Western Traffic Commissioners, at Manchester last week, to the renewal without modification of the licences for Blackpool-Manchester express services jointly operated by the three large concerns.

For Robinson, Mr. J. Booth said that they had previously attacked the system of linking express licences when making an application of their own. On appeal, the Minister of Transport had said that he could not deal with the matter because the large concerns' licences were not before him. He had indicated that the question should be raised when renewal was sought.

The licences were for two separate services, one via Farnworth, Bolton and Preston, and the second via Westhoughton, Adlington and Preston, said Mr. G. Dawes, assistant traffic manager of Ribble. They had operated for many years, and in any 12 months passenger journeys exceeded 1m.

He agreed that through bookings were accepted for Great Yarmouth and other distant destinations. Facilities and inclusive fares were advertised in the national Press, but separate vouchers were issued for each leg of the journey. Coaches ran direct from Preston to Great Yarmouth on seven Saturdays during July and August last year.

Converted to Excursion

Mr. Alan Robinson, managing director of Robinson, said that his company had held excursion licences for Great Yarmouth since 1931. These served the greater part of east Lancashire and Preston and Bolton during the Wakes fortnight. The service started as an express, but was changed to an excursion at the suggestion of the then chairman of the Commissioners, Sir William Chamberlain. Many applications for extension and return to express working had been unsuccessful.

Up to 1957, the contest was between his company and the railways, and before the linking there was no suggestion that there was a competing road service.

Mr. Booth submitted that the introduction of express linking in 1956 had destroyed all control. Robinson sought protection of the original service. He asked the Commissioners to vary the licence, to prevent passengers going beyond Manchester without alighting from the Blackpool service vehicle.

Prohibition of bookings, linking with other services, and the advertisement of through facilities was also demanded. Continued unlimited duplication would prevent Robinson from ever increasing their number of vehicles. A general service should show no preference to any particular operator, he claimed.

In reply, Mr. F. D. Walker, for the joint operators, said that there was unchallenged evidence of the importance of the service to the public. There had been no contravention of the law, and it would not be in the interest of the public to hinder the easy flow of travellers.

It would be unreasonable to require passengers to alight at the same bus station from which their next journey was to be made, he submitted. There was power to control by granting additional facilities to Robinson if the Commissioners thought fit.

In his view, said Mr. Walker, the Commissioners had no power to impose conditions such as Mr. Booth suggested. Once a bus halted in a station, it was not under the control of the road service licence until it went on the road again. Prohibition of bookings and advertising were also dubious matters.

Mr. F. Williamson, chairman, said that judgment would be reserved until the appeal against the North Western and Yorkshire Traffic Commissioners' decision in the Tyne-Tees-Mersey Pool application, to link with Llandudno, had been announced by the Minister.

P.M.T. Challenge R.A.F. Facility

A DECISION of the West Midland Traffic Commissioners to grant a licence to Greatrex Motor Coaches, Ltd., Stafford, to run an express service from Newcastle-under-Lyme to an R.A.F. Maintenance Unit at Hopton, Stafford, was challenged by the Potteries Motor Traction Co., Ltd., at Birmingham last week.

They appealed on the ground that they were already providing adequate services to the depot, and that the Greatrex application ought not to have been granted. The inspector, Sir Maurice Holmes, said that he would make an early report to the Minister of Transport.

For the appellants, Mr. H. R. Herbert said that P.M.T. were already operating four services to the depot at the time of the Greatrex application. In their decision, the Commissioners had said that they accepted that the needs of the route were already adequately met by P.M.T. Both Greatrex and the appellants were limited by their licences to carry only civilian employees at the depot to and from their work.

Commissioners Serve Too Short a Time

IT was a bad thing that representatives of local authorities should be elected to serve on the panels of Traffic Commissioners for only a limited period, said Mr. Jack Evans at a meeting of the Leeds and District Graduate and Student Society of the Yorkshire Section of the Institute of Transport, last week.

Mr. Evans, an expert on licensing matters, said that at the end of their three-year period such representatives had served their "apprenticeship." He thought that the period should be doubled.

Comparing the passenger and goods appeal systems, he said that he preferred the goods as it seemed to have been modelled on the procedure of the Court of Appeal.

WORKERS MUST HAVE BUSES

IT was no use changing working hours if buses were not available to serve employees. If notice of new working arrangements were given, bus operators would be able to revise their services. These points have been made by Mr. J. A. T. Hanlon, chairman of the Northern Traffic Commissioners, to the Northern Regional Board for Industry.

The board have since advised industrial concerns to inform bus operators of proposed changes in working hours.

REDEPLOYMENT DELAY?

THE introduction of shift-work for cotton workers in Lancashire, which is part of the industry's redeployment plan, may be delayed unless bus schedules are adjusted. In some districts where mills have started shifts, objections have been raised by employees who cannot catch buses after 10.30 p.m.

A weekly fares schedule was operated by P.M.T., the fares being reimbursed, subject to a slight reduction, to the employees by the R.A.F. Greatrex operated a hire coach at £4 15s. a day, and their passengers had some deduction from their wages towards the cost.

The Commissioners, Mr. Herbert said, had taken the view, in granting the Greatrex application, that the burden on the public purse would be lighter in the case of a contract-hire service than in that of a fare-paying service.

He submitted that it was in the public interest in general, and the R.A.F. unit in particular, that the fare-paying service should continue. Moreover, if another operator were allowed to run a contract service it would draw off passengers from P.M.T. vehicles.

Mr. D. E. Skelding, for Greatrex, said that they had been operating their service before the approach was made to P.M.T., and that they were carrying a more permanent type of employee. Other things being equal, it was cheaper for the Air Ministry if these services were operated on a contract basis.

Mastiff on the Motorway



A comfortable cruising speed of just over 60 m.p.h. was maintained on M1.

AN average speed of 37.4 m.p.h. maintained between Birmingham and London is good going for the average private car, and most light and medium commercial vehicles would be hard pressed to approach such a figure. That such a speed was maintained over a distance of 107 miles by a Thornycroft Mastiff 20-ton-gross six-wheeler shows that this vehicle must rank as the fastest British heavy-goods design in current production.

Equally remarkable, however, is that this average speed was accompanied by an overall fuel-consumption rate of 9.7 m.p.g. This gives a time-load-mileage factor of 7,319, an exceptionally high figure for trunk operation in this country with a payload of 14 tons.

A run of this nature was made possible, of course, only by using M1, and further emphasized the advantage of such a road with respect to increasing traffic speeds between Birmingham and London. The vehicle used was a standard model as tested by *The Commercial Motor* (November 6, 1959). The only difference was that instead of the 6.14-to-1 rear axle fitted to the vehicle as originally tested, a final-drive ratio of 5.375 to 1, available as an option, was employed.

Over 60 m.p.h.

This high-ratio axle yields a maximum speed of 62.5 m.p.h. when the overdrive gearbox is fitted, and increases the direct-drive speed from 40 m.p.h. to 50.5 m.p.h. Tractability and gradient performance do not appear to suffer unduly from the use of the higher ratio, and the Thornycroft was found to be docile in heavy town traffic.

The performance suggests that the 5.375-to-1 axle could well be adopted as standard for most normal haulage conditions, and that the 6.14-to-1 axle is necessary only when prolonged hilly working is expected.

It had been intended that speed and fuel-consumption figures be taken between London and Birmingham as well

as over the return journey, but unfortunately the fuel-test tank had a defective tap which caused an air leak to develop while running northwards on M1.

Therefore it was impossible to make a non-stop northbound journey, although figures were taken for the fuel-consump-

tion rate between central London and the start of M10, with a further figure between M10 and the fuel station at Watford Gap.

These showed that the Thornycroft covered the 20.35 miles between the Temple Press car park in Clerkenwell and the Park Street access to M10 at an average speed of 19.9 m.p.h. and a consumption rate of 7.2 m.p.g. The figures are even more praiseworthy in view of the fact that central London was left at 8.30 a.m., when traffic was at its heaviest, and that 17 complete stops were made because of traffic hold-ups.

Similarly, the motorway section between Park Street and Watford Gap—a distance of 55 miles—was covered at an average speed of 42.9 m.p.h., despite the fact that the six-wheeler had to

Running at 20 Tons Gross Weight, Thornycroft Mastiff 6 × 2 Achieves Average of 37.4 m.p.h. Over 107 Miles

By John F. Moon,
A.M.I.R.T.E.



The finishing point for the southbound journey was the Lex Garage in King's Cross Road, London, where the main fuel tank was topped up after the 107-mile journey. The consumption rate was 9.7 m.p.g., giving a time-load-mileage factor of 7,319. The Mastiff had a 5.375-to-1 rear-axle ratio and overdrive-top gearbox.

Concrete blocks totalling 14 tons were carried on the platform body, bringing the vehicle's gross weight to slightly over 20 tons. The cab comfort at high speed was praiseworthy and the six-wheeler was safe to handle at all times.

"limp" the last three miles at a speed of about 10 m.p.h. because of the fuel-line fault.

The average speed is even more remarkable because thick fog patches were encountered at the southern end of M1 (a 15-vehicle collision occurred that morning because of the fog), and three stops were made in this area.

A record was made of the number of gear changes and brake applications necessitated during these runs, and this showed that on the section out to M10 the brake pedal was applied 36 times, whilst second gear was engaged 19 times, third 26, fourth 28, fifth 19, and overdrive only three times. Overdrive was engaged for 9½ minutes out of an overall journey time of 61½ minutes, of which seven minutes was spent stationary.

On the M10-M1 section, the brakes were used 13 times at efficiencies of up to 45 per cent., whilst third, fourth and fifth gears were each engaged four times because of the fog.

Cruising Above 60 m.p.h.

When visibility allowed the Thornycroft to be taken up to its normal speed, it was cruised at just over 60 m.p.h. and on hills it was given its head. At times 67 m.p.h. was reached. The minimum speed on any of the gradients going northwards was 26.5 m.p.h., which shows the advantage of having a 130 b.h.p. engine in a vehicle of this size.

The return run to London was made by using the main fuel tank for the whole journey, and checks showed that 11.05 gallons had been used during the 2-hour 52-minute journey between Sheldon, Birmingham, and Clerkenwell, London. Traffic conditions were light when leaving Birmingham, with the result that the 22.6 miles between Sheldon and the start of the M45 spur were completed in 38 minutes (35.6 m.p.h. average speed) with 33½ minutes in overdrive.

The 65 miles on M45, M1 and M10 were completed in 1 hour 11 minutes, which gives the notable average speed for that distance of 54.8 m.p.h. This is within 8 m.p.h. of the vehicle's maximum speed, which speaks for itself. The Thornycroft's ability to worm its way through heavy London evening traffic is shown by the average of 19.4 m.p.h. recorded between Park Street and Clerkenwell.

Out of the total running time between Birmingham and London of 2 hours 52 minutes, the vehicle was on the move for 2 hours 45½ minutes, and overdrive was in use for all but 14 minutes of this. On the last section between M10 and Clerkenwell, 26 complete stops were made and the brakes were applied 46 times.



Between Sheldon and M45, second, third and fourth gears were each used once, while fifth and overdrive were engaged six times. Overdrive was the only ratio used on the motorway section, but after that second was used 21 times, third 25, fourth 21, fifth 29 and overdrive 13.

The route taken between Clerkenwell and M10 was the same as that employed during the four-vehicle comparative tests carried out shortly after the opening of the motorway (*The Commercial Motor*, November 13, 1959), and was by way of King's Cross, Highgate, Finchley and Barnet.

The Mastiff was found to handle extremely well under motorway conditions, and felt completely safe when travelling flat out. Indeed the general handling and quietness of the six-wheeler were far better on the motorway than those of many a private car, and in all respects the design is well suited to high-speed operation.

The flashing indicators are clear and well positioned; the mirrors give a good

range of rearward vision; the wide, wrap-round windscreen gives clear forward vision (invaluable in fog, for example); whilst the driving position is as comfortable as one could ask for. The heater was a little disappointing, but the demister portion appeared to be reasonably effective.

The Thornycroft Mastiff 6 x 2 is, in many respects, ahead of its time so far as motorway operation is concerned, and, at present, is outstanding among British heavy vehicles.

It is a good example, however, of what can be produced from a basic design with little modification, and points to what can be expected from other sources in the next few years when motorway operation becomes more generally accepted.

One of the important lessons to be learnt from this Thornycroft vehicle is the emphasis that has been placed on general comfort and controllability—essential qualities if motorway working at sustained high speeds is to be both safe and economical.

Telemetry Speeds Track-testing

TO aid the track-testing of prototype vehicles and components, Sir W. G. Armstrong Whitworth Aircraft, Ltd., have developed an automatic radio link which can transmit data obtained from strain gauges, thermocouples and similar measuring instruments on a vehicle in motion to a remote recorder stationed inside a building or, perhaps, in a caravan.

One type of equipment which has been demonstrated costs between £2,000 and £5,000, depending upon its complexity, and can record the readings of up to 23 instruments. The radio link handles 250,000 signals per minute so that, in effect, readings are recorded continuously.

An ultra-high-frequency, interference-free wavelength is used, and the radio can have a range of several miles. The prototype unit employed a low-powered transmitter to give a two-mile range. Recording is carried out by either automatic ink pens or ultra-violet photographic charts to give graph-type presentation. The readings are displayed also on meters or a cathode-ray oscillograph to allow the test engineer to observe the result of tests as they are carried out.

As the engineer is in contact with the driver of the vehicle through a V.H.F. radio-telephone link, he can indicate further tests required or warn him of imminent failure in any component under observation. Similarly the driver can communicate peculiarities in the behaviour of the vehicle.

The equipment carried in the vehicle is compact and weighs 30 lb. It can be placed on the seat beside the driver, who can switch it on or off as required. Power for the transmitter is obtained from the vehicle's battery. Transistors are employed in the gear as they are unlikely to be affected by the shocks which the vehicle-borne unit will have to encounter in service.

It is claimed that by using this telemetry device designers get a continuous record of performance from more sources and much faster than can be obtained with previous equipment. This could cut the development time for prototypes and reduce production modifications. One vehicle manufacturer has had the gear installed in a test car already.



(Left) Vehicles are cleaned daily by hand. Water is never used—only liquid polish and "elbow grease." An A.E.C. bus is seen here.

The enterprise received a severe jolt in its infancy, for early in the 1914-18 war the entire new fleet was commandeered for war service. Later one or two other vehicles were acquired, which enabled a token service to be operated.

The end of the war saw West Bridgford with undiminished faith in its transport department. They bought two Straker-Squires and seven Allday open-topped double-deckers which served them well for several years.

From 1914-27, services ran to and from the boundary at Trent Bridge, where all passengers had to change vehicles. In 1927 an agreement was signed with the Nottingham Corporation to allow joint through services from West Bridgford, along Arkwright Street in the city of Nottingham to Walter Fountain, approxi-

The Smaller Undertakings

THE small passenger transport undertaking seems less likely to suffer from labour difficulties than its bigger brothers. At least that is the view of Mr. L. C. Harrison, general manager of West Bridgford Transport Department, a small undertaking just outside Nottingham.

Whilst most undertakings have been suffering from labour troubles in recent years, West Bridgford, with only 109 employees, has escaped. Maybe the solution lies in the progressive policy which the undertaking has followed since its inception 46 years ago.

It is significant that a locality so close to Nottingham should have its own independent bus organization. The department's origin was unique, for West Bridgford had the distinction of being the first urban district council to apply to Parliament for power to operate motorbus services.

On August 23, 1912, a meeting was called in West Bridgford to discuss the introduction of services. The proposal was so momentous, and involved such great expense, for the period, that it was decided to call a public meeting. This was held on January 16, 1913, when the proposition received full support. A Bill was duly presented and, following agreement with Nottingham Corporation and the county council, finally became an Act on July 14.

The new department began modestly in 1914 with the purchase of four vehicles. The first routes were limited, but today the undertaking, with its 28 double-deckers, serves the whole of West Bridgford, which has a population of 26,000, as well as the rapidly expanding Clifton estate with its population of 25,000. All services go into Nottingham, crossing the Trent Bridge, which separates the two areas and has been a source of controversy in passenger transport.

E.L.A.



(Above) Mr. L. C. Harrison, general manager of West Bridgford Transport Department. (Below) The transport department is also responsible for vehicles of the surveyor's department—such as this Leyland-Albion gully-emptier with Yorkshire equipment.



First Bus System Owned by Urban District Still Growing After 46 Years

mately a third of a mile from the city centre. In 1930 a further agreement extended the terminus into the centre of Nottingham.

Of the department's present double-deckers, 25 have A.E.C. chassis and three have Daimler chassis with A.E.C. engines. Park Royal bodywork is fitted to 20 vehicles, two have Willowbrook, two Duple, three Reading and one Brush.

In addition to the passenger fleet, the undertaking owns four S.D. and three-Karrier CK3 refuse collectors. The S.D. models are fitted with "fore and aft" tipping bodies. A Leyland Albion gully-emptier, with Yorkshire equipment, a Bedford-Lacre road sweeper, two mechanical shovels, two 10-cwt. Morris

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(Right) An A.E.C. double-decker of the West Bridgford fleet of 28 buses on one of the 13 routes into the centre of Nottingham.

vans, four highway lorries and a Land Rover, for breakdown purposes, complete the fleet. The department are responsible for purchasing and maintaining these units, but they are operated through the surveyor's department.

Passengers are carried on 13 routes, all operating into the centre of Nottingham. Total route mileage is 28.7 and last year the total mileage covered was 794,324. Six other undertakings operate through the West Bridgford area but they are not allowed to pick-up or set-down within it.

Fares charged by the West Bridgford organization, determined on a sliding-scale mileage basis, range from 2d. to 7d. Children's fares are approximately half the adult fare, but as there are no 1d. fares they are taken up to the nearest



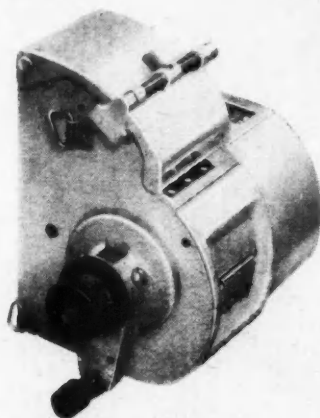
Escape

By a Special Correspondent

penny. The range means that 0.7 mile can be covered for 2d., 1.3 miles for 3d., 1.9 miles for 4d., 2.5 miles for 5d., 3.2 miles for 6d. and distances of over four miles for 7d.

A complex ticket arrangement deals with the distribution of money collected from the public. The area served by West Bridgford vehicles is divided into three sections, and a machine which issues three kinds of ticket is used. Fares for a short journey, within the West Bridgford area, go entirely to the undertaking.

If a passenger is picked up and set down in the city, the fare goes to Nottingham Corporation. Alternatively, if a passenger is picked up in West Bridgford and set down in Nottingham, the revenue is divided between the two undertakings. A Gibson machine auto-



(Above) A close-up of the Gibson ticket machine which issues three types of ticket on the journey between termini.

(Below) The rapidly expanding Clifton Estate, with a current population of 25,000, is also served by buses of the West Bridgford undertaking.



matically issues the three varieties of ticket, and the conductor decides which type is required.

The revenue of each undertaking is related to the joint services in each area, and is in proportion to the mileage run in the city, and vice versa. West Bridgford's average expenditure per bus mile is 29.64d. and the average income 29.85d. per mile.

Main function of the vehicles is to take passengers to work in Nottingham in the morning and bring them home again in the evening. Peak-hour conditions are experienced only from 8.10-8.50 a.m. and from 5-6 p.m. daily.

All vehicles are centralized at the headquarters in Abbey Road, approximately in the middle of the area, and it is here that all the department's vehicles, including those of the surveyor's fleet, are garaged, cleaned and maintained. Administration is also directed from Abbey Road.

Mr. Harrison told me that he has found female conducting staff as efficient as men. At present a quarter of the platform staff are women. He employs 31 male conductors, 11 conductresses, 42 drivers, 14 maintenance staff, five cleaners and six administrative office staff.

Unlike most transport organizations, maintenance of the West Bridgford fleet is not worked on a regular basis. No major attention is given to the vehicles unless they really need it.

At 70,000 miles all buses are given a thorough inspection, all components are tested and, if the vehicle is in satisfactory condition, it goes back on the road without modifications. If breakdowns occur the fault is rectified immediately.

Vehicles are cleaned inside and out daily, by hand. Water is never used; mud is brushed off and liquid polish applied. "The rest is elbow grease," summed up Mr. Harrison, who then showed me three vehicles which had just been fitted with Formica ceilings and interior panels to facilitate cleaning and in time it is hoped that the whole fleet will be fitted out in this manner.



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(1) The main Wallace Arnold departure station at The Calls, Leeds. Presently, 75 coaches operate British and Continental tours and excursions. (2) One of the Daimler-Roe double-deckers, run by the Farsley Omnibus Co., Ltd., between Pudsey and Leeds.



④

(4) A Commer of Hardwick's Services leaves the Scarborough bus station on the run to Ebbwston. (5) Wallace Arnold maintain a booking office at Pudsey in conjunction with the Farsley depot. The double-decker is a Daimler-Roe.



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(7) The Hunslet depot provides pit accommodation for a dozen vehicles. Two A.E.C.s and a Leyland are receiving attention. Every vehicle is inspected before a tour engagement.

(8) Stuart Barr, younger brother of the late Sir Stuart Barr, is in charge of engineering at the Leeds headquarters.



...s, Leeds. From 75
...s. (2) One of the similar-
...between Pudsey and
...forth.

From Farm Boy to Coach Magnate

WHEN he was still in his teens, Robert Barr, the son of a Scot who farmed near Wakefield, conceived the ambition to use the new motor vehicle to show Yorkshire town-dwellers the beauties of their own countryside. It was an ambition he followed with all his native doggedness in peace and war.

Today, the company he created operates 203 vehicles, covering 5m. miles a year, and carries some 55,000 passengers annually on extended tours alone. Since its foundation in 1912, the company has absorbed nearly 50 others and, in addition to the coaching business which is its *raison d'être*, has interests in stage-carriage operation, car sales, service and hire, coachbuilding, the hotel industry and a travel agency.

All these enterprises are co-ordinated by the Barr and

(3) Kippax and District carried 2.4m. passengers in 1959. One of their Leylands is seen at Leeds. (6) An A.E.C. of Wallace Arnold Tours goes through the automatic wash at Hunslet.



(8) Mr. Stuart Barr, younger son of the founder, is in charge of engineering. (9) Mr. Malcolm Barr, joint managing director, works from the Leeds headquarters.

How Wallace Arnold Tours, Ltd., Have Been Built Up from Modest Beginnings into One of This Country's Leading Passenger-transport Organizations is Described—

By Tom Walkerley

Wallace Arnold Trust, Ltd., at its offices at 21 The Calls, Leeds, 2. This is a public company of which the major shareholding is in the name of the Barr family. The chairman and joint managing director is Mr. Robert Barr, the founder. He is assisted by his son, Mr. J. Malcolm Barr (joint managing director), his younger son, Mr. Stuart A. Barr (engineering) and a daughter, Mrs. Margaret Hook (tour organization), in addition to a number of co-directors. It is essentially a family business.

Within the group, the principal operating company is Wallace Arnold Tours, Ltd. Perhaps of historical interest, Wallace Arnold was, in fact, a coaching business operated by Wallace Cunningham and Arnold Crowe, who sold their partnership to Robert Barr on the eve of the General Strike of 1926 for £800. Mr. Cunningham remained with the new company until his death in 1950.

W.A.T. work from depots strategically located throughout the Yorkshire catchment area, at Leeds, Bradford, Scarborough, Royston, Castleford and Pudsey. Leeds.

E17

...modation
...Leyland
...inspected





Hardwick's operate this Daimler, with Roe bodywork, on the Saturdays-only service from Scarborough to Malton.

Bradford, Castleford and Pudsey deal with vehicles engaged on extended tours, both at home and on the Continent. Scarborough is a busy excursion centre and Royston depot has a primary concern in the maintenance of works services, carrying mill workers from South Yorkshire to the West Riding.

In addition, Wallace Arnold transfer perhaps a score of vehicles from Yorkshire depots to London during the summer season. They are based on the metropolitan charting office at Park Lane, Croydon, whence they are worked on excursions and extended tours (including Continental) precisely as is the Yorkshire fleet.

In the Torquay area, Wallace Arnold Tours (Devon), Ltd., own a fleet of 18 coaches. The Trust maintains a controlling interest in their activities, but operationally they form a separate entity under the management of Mr. R. S. Hele. The Torquay enterprise was fully described in *The Commercial Motor* on November 28, 1958.

Local excursions to coastal resorts and the popular beauty spots of the Dales can be arranged from any of the Yorkshire depots. Most of them also earn their fair share of the private-hire business. Yorkshire is a county of scenic beauty and the Yorkshireman has highly developed sporting instincts: there is thus a happy flow of customers as anxious to see Bolton Abbey as Bradford City.

Express Services

Wallace Arnold Tours run a number of express services. Of these, one from Leeds, via Bradford, Huddersfield and Stockport, serves Ringway Airport daily all the year round and is available to all airline passengers. Another express service operating daily connects Leeds with Blackpool. In this case, the winter timetable, from mid-October to early April, is worked in conjunction with the Harrogate-Blackpool service of the West Yorkshire Road Car Co., Ltd., and White Coach Tours.

Other express services are confined to the summer months. They include Leeds—Scarborough—Filey—Bridlington (daily), Leeds—Stanningley—Bradford—Southport (Saturdays), Bradford—Stanningley—Leeds—Wakefield—Castleford—Skegness (Saturdays), Leeds—Wakefield—Castleford—Torquay—Paignton (outwards Friday, return Saturday) and a night service to Great Yarmouth from Castleford and Wakefield (outwards Friday, return Saturday). Most of these services operate only at the peak holiday periods. Express services account

E18

for nearly 300,000 miles a year, carrying 80,000 passengers.

From Leeds alone, the day-excursion programme offers nearly 70 destinations and there are 52 half-day trips and 21 evening excursions. Most ambitious is the 255-mile tour to Llangollen and Rhyl, which is accomplished between 8 a.m. and 10.15 p.m. Nearly a quarter of a million passengers make use of Wallace Arnold excursions annually.

Lest any hesitant potential customer should be deprived of their services through booking difficulties, Wallace Arnold have 28 offices in Leeds, six in Scarborough, 40 in other Yorkshire towns and villages and 800 active agents throughout Great Britain and the United States. A recent and most valuable acquisition is the travel agency of A. Carter, Ltd., Alexandra Road, Manchester, 16. The main charting offices are at 53 Corn Exchange, Leeds, as well as at Croydon, Manchester and Paignton (in the case of the Devonshire subsidiary).

Each depot issues, through its manager's office, a monthly programme of tours. These are co-ordinated by the Leeds head office and in many cases it is possible to link tours for economy and convenience. Nevertheless, there are distinct requirements as between the urban centres and the coastal resorts. Clearly, coach tours from the West Riding to the coast are busiest at the week-ends. Conversely, coaches based, for example, on Scarborough, are most fully employed in mid-week by holidaymakers seeking to widen their chosen environment.

Picking-up Points

In the case of extended tours, arrangements can be made to run feeder services from outlying districts to the central coach stations at Leeds, Scarborough or Hull. In the West Riding there are 17 licensed coach picking-up points, four in the East Riding and nine special points for certain tours. For Continental tours, feeder services foregather at Bawtry.

Charting at the Leeds offices presents a big problem. Nor is it confined to allocating particular seats on particular coaches. An important part of the coaching service is to be able to provide the best possible hotel accommodation on extended tours and at least adequate refreshment and toilet arrangements on shorter trips. There are personal requirements to be met, too: elderly or infirm passengers who need ground-floor bedrooms are not uncommon. In addition, there are operational instructions for each journey, in connection with the allocation of drivers to vehicles, refuelling arrangements and so on.

The magnitude of the task has led the directors to think along the lines of mechanical charting, and the Hollerith punched-card system in particular. This is to be used experimentally during the forthcoming season and will, it is hoped, produce passenger and hotel lists and the complete "form at a glance."

In addition to charting for the Yorkshire business, the Leeds head office maintains accounts for each of the depots, handles purchasing matters and deals with all licensing applications and objections. There is also a large and busy publicity organization, the activities of which cost some £30,000 a year.

Wallace Arnold have their own film unit, the results of whose work in the touring season are available, free of charge, to clubs and similar organizations during the winter. The company also run their own savings club: passengers can buy stamps of 1s., 2s. 6d. and 5s. denominations, which can be exchanged at any time for express, excursion or extended-tour tickets.

Much of the advertising carried out from Leeds is of a local character, for which the Yorkshire daily and evening

(Continued on page 21)



The Atlas 29 ft. turning circle, far smaller than any other van in its class, means easier driving and parking—the driver can turn it in suburban roads without reversing. **Result:** quicker deliveries, greater petrol economy.



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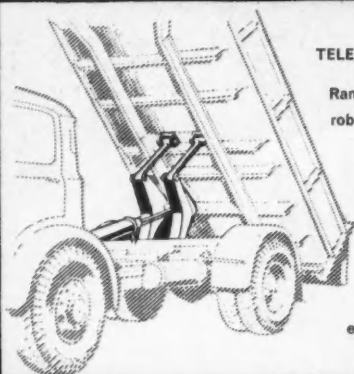
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24

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GEARS TO CHOOSE FROM!

Whatever the truck, wheelbase, capacity . . . or job . . . Telehoist have a tipping gear made for it! The complete Telehoist range covers four basic types of tipping gear and includes 24 separate models. One model of each type is illustrated below.

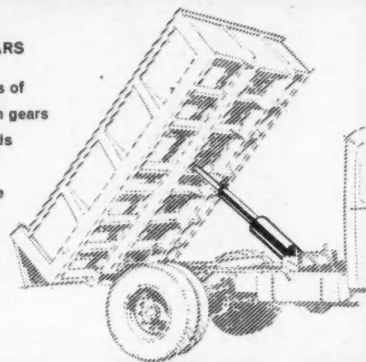


UNDERBODY
TELELEVER TYPE GEARS

Ram units combined with robust 'Telelever' linkage mechanism, suitable for payloads from 5 to 15 tons according to the type of chassis. These gears provide great stability, especially when tipping on uneven ground.

UNDERBODY
SLANT TYPE GEARS

This range consists of single and twin ram gears suitable for payloads from 5 to 10 tons. Telehoist slant type gears are specially designed to provide maximum stability during tipping.

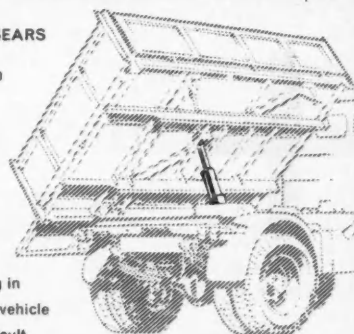


UNDERBODY
VERTICAL TYPE GEARS

Twin vertical ram gears for payloads from 8 to 12 tons, where a lower loading line is desirable. Suitable for use with a wide range of chassis.

UNDERBODY
3-WAY TIPPING GEARS

Single and twin ram units mounted centrally to give 3-way tipping movements for chassis from 4 to 12 ton payload. Specially designed for tipping in tight spaces where vehicle manoeuvring is difficult.



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newspapers are admirable media. The national Sunday Press, television and national magazines (particularly the women's section) have also proved successful winners of business. Local tours are widely advertised in the classified columns of local newspapers and direct-mail has produced gratifying results. It has also been found that the traditional chalked board has lost none of its pulling power. Carefully selected media in markets such as the United States, Canada and South Africa probably account for the high proportion (25 to 30 per cent.) of passengers from those countries who travel on Wallace Arnold coaches from London.

Amongst the more recent acquisitions of the Barr and Wallace Arnold Trust are the coaching businesses of Feather Bros. Tours, Ltd., Bradford, and J. W. Kitchen and Sons, Ltd., Pudsey and Bradford. Both these old-established companies retain their own identities and, in fact, continue to compete with the parent company.

Feather Bros., the larger of the two with 12 A.E.C., 2 Commer and a Dennis, offer rather less expensive extended-tour programmes throughout the British Isles, as well as excursions and private-hire facilities. The company are notable for their comprehensive arrangements for elderly passengers in the out-of-season months of April, May, September and October. Kitchen's, with 4 A.E.C., 3 Bedfords and 2 Commer, concentrate on local excursions and hire-work.

A popular and successful member of the Wallace Arnold Continental-tour fleet is the Leyland Cub with lightweight coachwork by Plaxton. The centre-opening door and full-light roofline will be noted.



Both companies act as agents for Wallace Arnold Tours.

Although the Trust fleet is primarily engaged in tour and excursion traffic, three relatively small companies within the group are stage-carriage operators. These are Hardwick's Services, Ltd., Victoria Road, Scarborough, acquired in 1951, Farsley Omnibus Co., Ltd., Richardshaw Lane, Stanningley, who joined the fold about the same time, and Kippax and District Motor Co., Ltd., Butt Hill, Kippax, purchased in 1956.

Hourly Intervals

Hardwick's, with 3 double-deckers and 3 Commer single-deckers, operate a daily service, at about hourly intervals, between Scarborough and Eberston, with extensions to Allerston and Yedingham on some runs. On Saturdays only, they run a morning and afternoon service between Scarborough and Malton, via Yedingham. Both these routes are of strictly rural character and, in the words of Mr. Malcolm Barr, "they are among the few rural services that pay." With a route mileage of 30, they carried nearly half a million passengers in 1959. Hardwick's also offer a coach-hire service.

A fairly frequent service between Pudsey and Tinshill, via Stanningley, Rodley and Horsforth, is maintained daily by Farsley with 6 double-deck Daimlers. At peak periods, Mondays to Fridays, the frequency is 15 minutes, extending to 30 minutes at the off-peaks. The Saturday service is at 20-minute headways and terminates at Horsforth. On Sunday mornings, the frequency to Horsforth is hourly, but in the afternoons there is a 20-minute service. With a route mileage of only 7, some 2.3m. passengers were carried last year.

Kippax provide an hourly service between Leeds bus

station and the colliery at Ledston Luck, via Kippax, Garforth, Whitkirk and Halton. The Sunday service operates in the afternoon only. The company also provide certain works services from Kippax to Leeds and excursions to Blackpool, Bridlington, Scarborough and other resorts. The fleet comprises 3 Leyland and 3 Daimler double-deckers. In 1959 the annual mileage was 182,000 and 1.4m. passengers used the service.

Wallace Arnold carry on their books 203 vehicles, of which 10 are double-deck Daimlers worked by the subsidiary stage-carriage operators. Standardization within the coach fleet has not been attempted, but rather more than half the total comes from A.E.C. When 24 Reliance now on order are delivered, there will be 129 in the Wallace Arnold livery.

Next most numerous are 46 Leyland Cubs and Royal Tigers. There are also 8 Commer diesels, 3 Bedford oilers,

12 new, Thames diesels, 5 Commer petrol, 12 Daimler and one each of Sentinel and Dennis, the last-named operated by Feather Bros.

Coachwork, too, represents a cross-section of the industry. There are about 90 Plaxton bodies, slightly fewer Burlingham and examples from Duple, Roe, Leyland, Yeates and Bellhouse-Hartwell. They are uniformly smart in cream and red livery. They are free from any fitting that might be regarded as *outré* or extravagant for the purpose, but have the loudspeaker arrangements that are essential to the tourist and an upholstery moquette specially made for the company.

New Premises

Maintenance of the fleet is the responsibility of yet another subsidiary company, Wallace Arnold (Sales and Service), Ltd., Hunslet. Mr. Stuart Barr is the director on the spot and he is assisted by the chief engineer, Mr. C. Hesketh. The company operate from imposing new premises, primarily designed as showrooms for Morris, Wolseley, M.G. and Morris-Commercial vehicles.

Above the showrooms are offices in which the vehicle sales accounts and the maintenance records of the coaches are kept. The system employed for the coach fleet comprises a comprehensive card per vehicle, the information for which is extracted from job cards kept in the workshops. It is thus easily possible to analyse the annual costs under headings which include mechanical or electrical replacements and repairs, bodywork, expenditure on tyres, fuel, lubricants and so on.

Full details of mileage are maintained, but fuel costs tend to lag behind the other information, because the group has countrywide bunkering arrangements. Fuel bills

on the Continent are, of course, met in the appropriate currency by the driver-courier concerned. The accounting system is simple, but enables the performance of one vehicle to be compared with another and produces a coherent picture of expenditure from month to month.

Behind the imposing façade of Wallace Arnold (Sales and Service), the maintenance area consists of three large workshops. In the first block, the chief engineer and his assistant have their offices. Adjoining them is a bay containing 12 pits, tiled and well-lit, some of which are specially constructed for underfloor-engined vehicles. There is also a small machine-tool section and above it an inspection room for fuel-injection units and electrician's quarters.

The centrally placed shop is a garage commodious enough for 90 coaches, complete with fuelling bay and an automatic washing plant. Finally, there is a bodyshop operated by Wilks and Meade, Ltd., a coachbuilding business acquired in 1942. Here, up to eight vehicles can receive attention simultaneously.

Divorce of Interests?

An unusual feature of the fleet maintenance arrangements is that work on the coaches is fitted in alongside work done on cars and commercial vehicles brought in by customers of Wallace Arnold (Sales and Service), Ltd. It would seem that a divorce of the two interests under one roof will become necessary in the future if the flow of work is not to suffer irritating interruptions.

The preventive maintenance programme is based on the modest annual mileage of about 25,000 per vehicle. The company insist on a high degree of reliability, for poor hotels and breakdowns are the two things that can sour a coach tourist beyond the magic of a courier's tact. Wallace Arnold pride themselves on the fact that their coaches regularly cover 120,000 miles without trouble,

which includes blocked fuel injectors and punctures.

Every vehicle receives a thorough inspection before every extended tour and any work necessary in the summer is normally carried out at night. Nearly all the vehicles have been equipped with automatic lubrication systems which greatly reduce the work to be done in the pit. The aim is to dock every vehicle annually and one is brought to Hunslet from the outlying depots each week.

So far as the replacement of vehicles is concerned, the intention is to renew them within 10 years. However, none of the present fleet was bought before 1952, although one, a double-deck Leyland, has already covered well over 400,000 miles and still looks remarkably fit.

Cost of Tyres

Wallace Arnold figures show that 50,000 miles can be expected from a standard tyre and perhaps half as much again from a steel-cord tyre. The cost works out at about $\frac{1}{16}$ d. per mile.

Fuel consumption throughout the fleet is another matter which is constantly under review. With lightweight coaches, such as the A.E.C. Reliance and the Leyland Cub, the average appears to be in the region of 15.4 m.p.g. In running costs there seems to be little to choose between these two fine vehicles.

Wallace Arnold employ nearly 700 people, including quite a large number of youngsters. To interest them in a thriving industry, and to give them the chance to improve their efficiency and usefulness, the company have recently inaugurated the first of a series of courses, each lasting four months, for the apprentices. These are being held in the Hunslet workshops where the whole of the engineering background of the business can be assimilated virtually under one roof. If these courses prove a success, it is proposed to hold others covering a different syllabus for the drivers next year.

New Equipment and Publications

Hard-wearing Upholstery

NUMEROUS examples of applications for Courtaulds synthetic fibres and materials were seen at the recent "Courtaulds in Transport" exhibition. Among the materials was Duracour, a furnishing fabric produced by Courtlak, Ltd., Cheapside House, Cheapside, London, E.C.2.

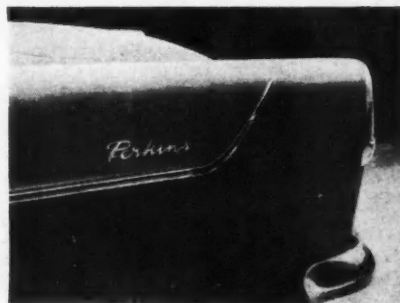
It was shown as the seat covering material in a car and was employed for this purpose and for the interior trim of a Duple-bodied coach. The material is attractive, is stated to stand up well to abrasion and resists staining and burning. When it does get dirty it can be sponged clean without difficulty. These attributes are achieved by a new type of face-finish. The material has good resistance to fading as it is produced from spun-dyed yarns.

Centre-post Lift

VEHICLES weighing up to 3 tons may be raised to 5 ft. on the latest centre-post lift offered by the Wakefield Group, Castrol House, Marylebone Road, London, N.W.1. The lift is operated by a combination of air and oil pressure giving a smooth action, whilst an automatic retarding device prevents any shock when the lift reaches its maximum up or down positions.

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This attractive chromium-plated emblem is offered by Perkins Engines, Ltd., Peterborough. It is intended to be used to signify that the vehicle to which it is attached is fitted with their Four 99 oil engine.



Above-floor and flush-floor models are offered. Both can be used as turntables so the vehicles may be run off in any direction after servicing.

Engine Emblem

To signify the fitment of their Four 99 oil engine in cars and light vans, Perkins Engines, Ltd., Peterborough, Northants, offer an attractive, easily attached motif for external mounting. The emblem, which is chromium plated, costs 4s. 6d.

Faster Spraying

THE Tuffy lightweight spraying outfit recently introduced by the Aero-graph-DeVilbiss Co., Ltd., 47 Holborn

Viaduct, London, E.C.1, is now provided with an extra internal-mix air cap as standard equipment.

The new cap permits higher spraying speeds for general painting and re-finishing and can be used with a pressure-feed paint supply when a large volume of paint has to be applied to a wide surface area.

Plastics Pamphlet

THE range of eight engineering plastics produced and stocked by Polypenco, Ltd., 68-70 Tewin Road, Welwyn Garden City, Herts, is listed in a pamphlet issued by them. Applications for materials are given and their properties are described briefly.

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No feat of strength is required to get the non-reversible Crescent into tight corners in this manner, even when it is laden. The front and top of the rust-proof steel box open together for loading.

Three-wheeler Proves Agile in Congested Traffic: 88.6 m.p.g. with 2 1/2-cwt. Load: Rubber-Cone Front Suspension

By Anthony Ellis

Swedish Three-wheeler is Lively and Economical

THREE-WHEELED goods-carrying derivations of motorcycles, once quite numerous, have almost disappeared in recent years. It is difficult to understand why this has happened whilst our towns have become increasingly congested, making goods delivery with conventional vehicles more difficult. For light loads, the three-wheeler, with its small overall size and outstanding manoeuvrability, is highly suitable under these conditions.

Such vehicles are widely used on the Continent, and R. and C. Autocars, Ltd., 98 Park Lane, London, W.1, feeling that there was a place for them here, started to import one of the most successful Continental makes. This is the Crescent carrier, produced by Nymanbolagen A.B. Uppsala, Sweden, and based on their range of mopeds.

In its native country, the Crescent three-wheeler has a 50-c.c. two-stroke engine with conventional cycle-type pedals for starting and assistance on hills. As this arrangement would probably not be acceptable here, the carriers imported so far have had 100-c.c. engines started by a normal kick-starter in place of the pedals.

The engine is manufactured by Fitchel and Sachs in Germany and is in unit with a three-speed gearbox. It is a conventional fan-cooled single-cylindered two-stroke developing 5.2 b.h.p. at 5,250 r.p.m.

The power unit is shrouded and the carburettor is recessed into the top of the gearbox housing to give a clean appearance. From the gearbox the drive is conveyed to the single unsprung rear wheel by a chain.

The tubular front axle carries disc wheels which are steered through an Ackerman-type linkage direct from the handlebars without reduction. Front suspension is by two rubber cone units assisted by telescopic dampers, the axle being located by leading radius arms. The front tyres are 4 x 8 in. whilst the rear wheel carries a 16 x 2.5 in. cover. No spare wheel is provided.

Drum brakes are fitted at all wheels, and the brake pedal in front of the off-side footrest operates on the complete mechanical system. A conventional lever on the right handlebar actuates the rear-wheel brake only, and can be locked on by a catch to act as a parking brake.

All other controls are conventional.



An attractive cab is available giving complete weather protection for the driver when on the move.

Gear selection is carried out by a combined twist-grip and clutch lever on the left handlebar. A similar twist-grip on the right actuates the throttle, and a small lever incorporated in the twist-grip housing closes the choke. This control was not used on any occasion during my test.

On the imported version of the carrier, current for the two headlamps and the rear lamp is provided by a 30-w. flywheel-mounted dynamo feeding a small battery. At one point the lights failed because, I think, of a fault in the voltage regulator. When they were working, the illumination was adequate.

The Crescent can be supplied with a number of box- and platform-type detachable bodies. For my test the chassis carried a steel box body made of rust-proof Zintec giving a loading capacity of 22 cu. ft. Because of its steel construction, the box was rather heavy, requiring two men to remove it.

Fabrication in light alloy would simplify this operation and appreciably increase the payload capacity of the vehicle. A driver's cab is available for the Crescent, but was not fitted to the model I tried. The cab is open at the rear and gives excellent weather protection, but amplifies engine noise which, with the open version, is low.

The carrying capacity of the three-wheeler is 2 1/2 cwt. and bags of sand to make up this weight were carried throughout the test. As a speedometer was not fitted, it was impossible to obtain any acceleration or braking figures.

However, in London traffic the Crescent proved quite capable of keeping up with and, indeed, exceeding the general traffic speed because of its good initial acceleration and its narrow width, which allowed it to be taken along the inside or outside of streams of slow-moving vehicles.

I was not so happy with the brakes, which after initial adjustment by taking up the two wing nuts provided, showed unbalance. It was found later that the footrest fouled the brake pedal, preventing it from swinging through its full arc and affecting the distribution of braking.

One of the advantages of a light, low-powered vehicle should be good fuel economy. However, small two-stroke engines can sometimes show a surprising thirst when driven hard. The Sachs unit in the Crescent does not have this fault. To assess the fuel consumption, I drove the three-wheeler from Walton-on-Thames to the centre of London.

This journey is 21.6 miles, half on open road, with the remainder in dense traffic. The Crescent was driven at full throttle almost continuously, which meant that it was running at its maxi-

mum speed of about 30 m.p.h. whenever possible.

The journey was completed in 1 hour 20 minutes, giving an average speed of 16.2 m.p.h. at a fuel-consumption rate of 88.6 m.p.g. Although the average speed may appear low, it is remarkably good when compared with the 1 hour 15 minutes which I regularly take to complete the same trip by car cruising at 50-60 m.p.h. on the out-of-town section. The Crescent made such good time because of its ability to get around slow-moving vehicles.

Impeccable Behaviour

One of the most laudable features of the vehicle was the impeccable behaviour of the engine. It is designed to run on a petrol-to-oil mixture of 25 to 1. As the standard two-stroke mixture supplied by garages in this country is 20 to 1, I used this fuel throughout the test.

The engine was always easy to start. Once firing, it required about a minute to warm up and would then settle down to a really slow tick-over. It was quiet even when accelerating at full throttle and had no perceptible vibration period.

Having arrived at one's destination surprisingly quickly on the Crescent, there are few parking problems. Although it does not have a reverse gear, this is little handicap. Weight distribution is such that even when the vehicle is fully loaded it is possible to raise the rear wheel by the handle provided and move it like a wheelbarrow.

Steering is rather heavier than I would have expected. This is probably because of the large-section front tyres and the direct linkage employed. It takes a little time to get used to the direct action, but once one is accustomed to it the steering is pleasantly precise.

As the driver is looking over a flat-topped box which does not turn with the steering, it is difficult on first acquaintance to aim the vehicle accurately. However, this effect soon disappears and, in the interim, it is reassuring to note that there is a robust bumper and lifting rail around the box.

The Crescent chassis, with the 100-c.c. engine, costs £145 and the standard steel box body adds £30 to this price. The cab, which is made from Zintec and light alloy, also costs £30.

Disc Brakes Spell Safety

EXTREMELY good retardation figures were obtained when a B.M.M.O. C.M.5 coach was put through braking tests by *The Commercial Motor*, although the roads were wet and greasy. These tests could not be made when this model was tried two months ago (see November 27, 1959, issue), because test weights might have shifted and damaged the interior. Another vehicle, however, was subsequently offered in partially completed form so that the braking performance could be measured. This proved that the B.M.M.O.-Girling disc brakes fitted as standard are highly effective at low speeds, as well as having renowned retardation powers at high speeds. The degree of retardation available at full pedal pressure is in excess of that normally required for passenger comfort.

Fully Laden Coach

The coach subjected to these brake tests was running at a gross weight of 9 tons 16 cwt. This is 1½ tons more than the weight of the coach tested in November, but approximately the weight of a completed C.M.5 with 34 passengers and driver, plus ½ ton of luggage in the boot. The front-axle loading was 4 tons 3½ cwt.

Maximum pedal pressure was used during the tests, the Midland "Red" driver exerting an average of some 320 lb. on the pedal. From 20 m.p.h. the coach came to rest in an average distance of 25 ft. The near-side rear wheels locked for 15 ft. of this distance, whilst the Tapley meter showed a maximum retardation of 65 per cent.

This was only 12 per cent. higher than the overall efficiency shown by the stopping distances, suggesting that—because there is little lag in the continuous-flow

powered hydraulic system—the coach would have stopped on a dry road in little more than 20 ft.

A similar degree of efficiency was recorded from 30 m.p.h. The average stopping distance from this speed was 49 ft., and the near-side rear wheels left 32-ft. skid marks. The Tapley-meter readings averaged 60 per cent., which is slightly lower than the average retardation indicated by the stopping distances.

Retardation rates from 20 m.p.h. and 30 m.p.h. were 17.3 ft. per second per second and 19.8 ft. per second per second respectively. These rates are higher than is normally acceptable for passenger com-

fort, but as the braking system is fully progressive it is unlikely that any traffic situation would be bad enough for a driver to have to apply his brake pedal as hard as during these tests.

The hand brake on these coaches acts on a 16-in.-diameter disc mounted on the nose of the rear axle, and hence derives additional power because it takes effect through the final-drive gearing. It is not surprising therefore that an average efficiency figure of 49 per cent. was obtained when hand-brake stops from 20 m.p.h. were made.

Both the rear wheels locked and bounced during these tests, and skid marks up to 30-ft. long were measured. Thus there is no doubt about the efficiency of the hand brake as an emergency reserve.

Because of time limitations, the usual fade tests made by coasting down a hill in neutral could not be carried out. Instead, 26 stops were made from 30 m.p.h. over 13 minutes (equivalent to a stop every 30 seconds) and these averaged 50-per-cent. efficiency.

No Fade Obtained

The last stop, however, was made in the form of a "crash" stop, and this produced a meter reading of 60 per cent., which was exactly the same as that obtained when making the earlier braking tests.

The rather severe treatment had brought about no reduction in the braking efficiency, proving the braking system of the Midland "Red" C.M.5 75 m.p.h. motorway coaches to be well up to the high standard of the rest of the vehicle. Even under adverse road conditions, the brakes can produce figures which cannot always be obtained on other, slower passenger vehicles, even on dry roads.

FORTHCOMING EVENTS

- March 7.—Institute of British Carriage and Automobile Manufacturers annual dinner, Grosvenor House, London, W.1.
- March 10-20.—Geneva Show.
- April 26-29.—Institute of Transport congress, London.
- April 28.—Institute of Transport annual dinner, Dorchester Hotel, London, W.1.
- May 2-3.—National Association of Furniture Warehousemen and Removers' annual conference, Bournemouth.
- May 3-13.—Mechanical Handling Exhibition, Earls Court, London.
- May 4.—British Association of Overseas Furniture Removers' annual conference, Bournemouth.
- May 17-19.—Public Transport Association annual conference, Scarborough.
- May 20-22.—Institute of Traffic Administration conference, Black Boy Hotel, Nottingham.
- June 14-17.—Institute of Public Cleansing annual conference, Portsmouth.
- July 5-4.—Royal Show, Cambridge.
- September 12-16.—Municipal Passenger Transport Association conference, Douglas, Isle of Man.
- September 18.—Lorry Driver of the Year Competition Final, Fort Dunlop, Birmingham.
- September 23-October 1.—Commercial Motor Show, Earls Court, London.
- September 26.—Passenger Vehicle Operators' Association annual dinner, Grosvenor House, London, W.1.
- October 6-16.—Paris Show.
- October 10-12.—Road Haulage Association annual conference, Blackpool.
- November 3-13.—Turin Show.

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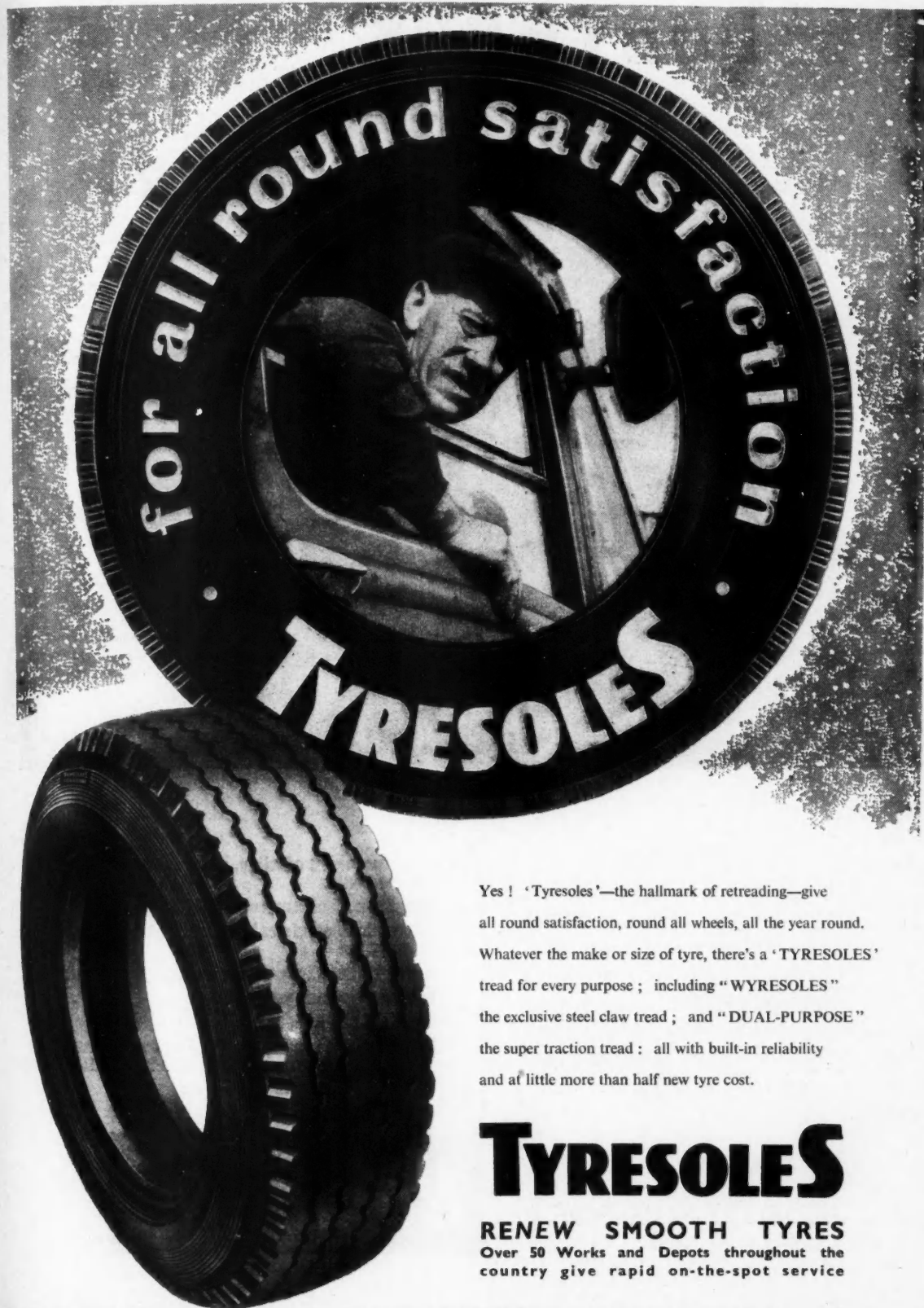
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The B.T.C.—A Commercial Concern, or Public Service?

"ARE we a purely commercial concern?" Sir John Benstead, deputy chairman of the British Transport Commission, asked in a paper read to the Metropolitan Section of the Institute of Transport on Monday. "Are we a public service, or do we rest uneasily between the two?" he added, describing it as a "highly charged political question," but one of fundamental importance.

The Commission had secured much freedom under the Transport Act, 1953, particularly with regard to freight rates; but that freedom was essential whether the Commission were to be regarded either as a commercial undertaking or a public service.

"I cannot see that in a small, highly industrialized country like ours, the railways, so essential to our economic life, can ever be free from the responsibilities of providing a public service," he declared.

An integrated road-rail service was not a revolutionary idea. Indeed, it was an accepted fact in the Commission's railway and road cartage and delivery services. Unless the country was prepared to face colossal expenditure, common prudence would dictate the proper use of rail and road tracks to provide the most economic service for the country.

Ultimately, the nation must examine anew the vexed question of inland transport. "What can the nation really afford to spend upon transport?" Sir John asked. "The colossal outpouring of motor vehicles of every description, the vast expenditure required on roads—not to mention the tragic toll in human lives and suffering—the problems of meeting adequately the requirements of public transport, passenger and freight, all these things cry aloud for proper assessment."

He was convinced "that ultimately we shall return to the essential truth that public transport services of the kind wanted by industry, commerce and the travelling community must be organized for, and by their very nature must be based on, and depend on, a due amount of regulation and co-ordination."

Sir John, the only remaining member of the original Commission still serving, recalled the severe winter of 1946-47, when more than 16 per cent. of British Railways' wagons were out of use. The

next winter was mild, but as a precautionary measure traffic had to be diverted to road, and a movement towards road transport was started.

The Commission could not avoid being subject to the general policy of the Government of the day. The profound change of policy which occurred when the Conservatives were returned with a working majority in 1951 coincided with the period when the Commission were at last in a position to carry out the basic principles of the 1947 Act. Plans for integration had reached an advanced stage. In 1952, when preliminary arrangements were made to break up the State road haulage undertaking and to decentralize the railways, the B.T.C. secured a working surplus of more than £50m.

"Investigate Railway Rules"

"IN the light of present-day conditions, I recommend in the strongest terms that the railway authorities look into the question of regulations concerning the transportation of vehicles by rail," said Mr. J. A. T. Hanlon, Northern Licensing Authority, at Newcastle-upon-Tyne last week.

"Prospective customers should not have to encounter petty and niggling regulations which prevented the railways offering the sort of service they are entitled to offer," he added.

Mr. Hanlon had recalled a company whose application to operate a car transporter had been granted by Mr. G. W. Duncan, Deputy Authority, "subject to what Mr. Hanlon might have to say" (*The Commercial Motor*, January 22).

G. A. Glendinning, Ltd., Shotley Bridge, County Durham, had applied to operate a transporter to carry new vehicles from the manufacturers to the north-east. It had originally been adjourned to enable transporter operators from the Midlands to attend.

Mr. T. H. Campbell Wardlaw, for Glendinning, told Mr. Hanlon that the road objectors were no longer interested. At the last hearing his clients had reached agreement with the railways, provided that Glendinning undertook to carry vehicles only for certain customers.

During the application, a witness had stated that it was inconvenient to send vehicles by rail because petrol tanks had to be drained. Mr. Hanlon considered that the regulations should be brought up to date, and asked Mr. I. Robey, for the railways, for further information.

Mr. Robey said that he understood that vehicles carried by rail were allowed up to two gallons of fuel in their tanks, provided the carburetter was drained. The regulation "sounded a bit more sensible," said Mr. Hanlon, but he observed that it probably dated back to the days when a man had to walk in front of a road vehicle with a red flag.

Mr. Robey said that he would pass on Mr. Hanlon's observations to those instructing him.

Albion Introduce a 12-ton Tractor

A SUCCESSOR to the Albion-Scammell FTIIIKTR tractor unit has been introduced by Albion Motors, Ltd. The new model is based on the Chieftain series II range of 7-ton chassis and is designated the CH7TR. Its gross-train-weight rating is 17½ tons, and this is 2½ tons higher than that permitted with the model it supersedes.

Another important difference is that the new tractor is some £40 cheaper than its predecessor, whilst the Albion EN335 oil engine develops 94 b.h.p., compared with the 75 b.h.p. output of the engine used in the earlier tractor.

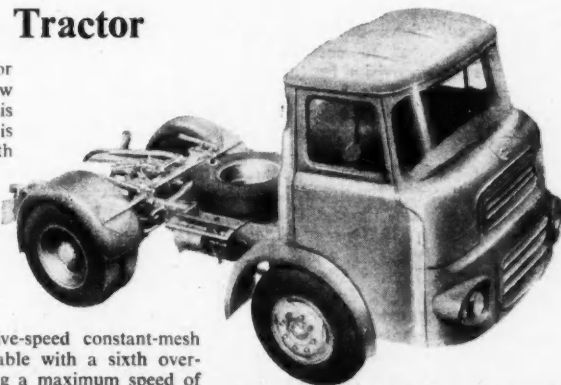
The new Chieftain tractor has a wheel-base of 7 ft. 8 in., which is 6½ in. shorter than that of the FTIII model. It has the standard Chieftain forward-control all-steel cab with entrance steps ahead of the front wheels, and the rear axle is the Albion double-reduction unit. The recommended 7.712 to 1 ratio enables 1 in 5.7 to be climbed at full weight.

The new prime mover is cheaper and more powerful than the model it supersedes, and payloads of 12 tons may be carried on a 25-ft. semi-trailer.

The Albion five-speed constant-mesh gearbox is available with a sixth over-drive ratio, giving a maximum speed of 42 m.p.h. The Girling hydraulic brakes are boosted by a 9½-in.-diameter Hydrovac, which incorporates a reservoir, and the Scammell Mark IIB coupling gear fitted includes a slave Hydrovac to control the semi-trailer brakes and a

trigger-operated slave servo for the coupling-release mechanism.

The CH7TR tractor has a 37-gal. fuel tank, and the tractor's gross-weight rating permits a payload of 12 tons to be carried on a 25-ft. semi-trailer.



B.R. Fail in Coal Transport Case: Wagon Shortage

AN unsuccessful objection was made by British Railways before Mr. A. H. Jolliffe, North Western Deputy Licensing Authority, at Lytham last week, in a case in which the advantages of road transport for coal were emphasized. Walker Bros. (Heysham), Ltd., applied to add four vehicles, currently operated under short-term licences, to their A licence.

Mr. J. Walker, director of the applicant company, said that they were receiving more orders than they could execute. The industries in which his chief customers were concerned were raising their output. The four vehicles had been fully employed during the time that they had been on short-term licences, and he put in figures to support this.

Stating that his company's main source of competition was foreign imports, Mr. F. Charles, transport manager of Messrs. Hardman and Holden, manufacturers of iron oxide, said that they had been at a disadvantage recently because they had been unable to obtain all the transport they required.

He told Mr. G. P. Crowe, for the railways, that although he had no animosity towards B.R., the gas industry, which used iron oxide for purification purposes, seemed to prefer road transport.

Mr. C. Blundell, of R. Gardner (Lancaster), Ltd., solid-fuel merchants, spoke of difficulties in obtaining deliveries of coal, which took about 10 days to come

by rail from South Wales and about four days from Yorkshire. His company were not able to rely upon continuity in supply, and were offering the applicants far more work than they could deal with.

Mr. Blundell added that he had been told by the National Coal Board that there was a shortage of railway wagons which had made the handling of coal difficult.

The wagon shortage was only temporary and steps were being taken to relieve it, Mr. Crowe submitted. The railway's position had been exaggerated and much damage might be done if the applicants' fleet were increased. Much of the work with which Walker Bros. could not cope could be done by the railways, he said.

For the applicants, Mr. J. A. Dunkerley pointed out that there had been no evidence from the railways to show that they had extra facilities to offer, and there was no suggestion of abstraction of traffic. Although the wagon shortage was "temporary," nobody seemed to know how long this state of affairs was likely to continue.

Mr. Jolliffe was satisfied that Walker Bros. had made out a case and granted their application.

Fort Dunlop for Contest Final

THE final of the Lorry Driver of the Year Competition will be held at Fort Dunlop, Birmingham, on September 18. This was agreed last week by the national executive committee of the competition.

Apart from the Weymouth round, which is to be held on April 23, the Birmingham contest will take place on May 22, the Manchester round on July 10 (subject to confirmation), and the Leeds and Coventry contests in June.

Other dates have yet to be fixed. It is possible that new centres will be inaugurated at Blackpool, Liverpool and Stepney.

The executive committee decided not to adopt the suggestion that in the final the Lorry Driver of the Year should be established by an index of performance. Instead, they agreed to preserve the present system, under which the supreme title holder is found by competition between the class champions.

In eliminating rounds, the time element is to be abolished, even for the purpose of deciding ties. Instead, a maximum reasonable time will be placed on each test, and anyone who exceeds it will lose 100 marks. In the event of a tie, the performance on the road section will in the first instance be used to decide the winner. If a tie still results, the performance in the three manoeuvrability tests will be taken into account.

In last year's final the team award was withheld because of a protest against the method of computation. A new system has been devised in which the class placings of each team (all the competitors from each centre are regarded as constituting a team) are divided by the number of entries in each class. The executive committee decided that this was fair, and that last year's team prize would go to Weymouth.

Weymouth was, in fact, the winner under the previous system of calculation. The new method, however, made material differences to the positions of other centres in the team contest.

The Commercial Motor was informed on Monday that the Oxford round would be held at the premises of S. Smith and Sons (England), Ltd., Witney, Oxon, on July 17. Entrants will leave Oxford at 9 a.m. on the road test to Witney. There will be an optional maintenance contest organized by the Traders Road Transport Association. Entries should be sent to Mr. H. J. Wall, City of Oxford Road Safety Organization, Town Hall, Oxford, by July 1.

R.H.A. Committee to Watch Bans

THE national executive committee of the Road Haulage Association last week approved the appointment of a national traffic committee—in effect, a sub-committee of the executive. Its aim is to co-ordinate reports on restrictions on loading and unloading in London and the provinces, and to keep members advised of dangerous developments.

Members are urged to take action locally through chambers of commerce and other organizations, and to watch town-planning schemes to ensure that they make adequate provision for loading and unloading, as well as for parking. Members are also asked to report to the Association new proposals for restrictions.

Members of the traffic committee are Mr. W. Bridge (Flowers Transport, Ltd.), Mr. C. Collins (Collins Express Parcels Service, Ltd.), Mr. R. H. Farmer (Atlas Express Co., Ltd.), Mr. E. J. Shaw, Mr. P. H. R. Turner (Thomas Allen, Ltd.), and Mr. J. T. Turner (J. H. Turner, Ltd.). They will collaborate with other bodies interested in traffic matters.

The executive also confirmed support for an appeal against the grant by the Eastern Licensing Authority of 33 vehicles and 12 trailers at the Bedford base of British Road Services.

It was reported that, as a result of representations by the R.H.A. against the need for operators to keep records of

diesel oil, the Board of Trade were investigating systems of control over the use of tax-free fuel. There is likely to be some delay before the Association know the results of the inquiry.

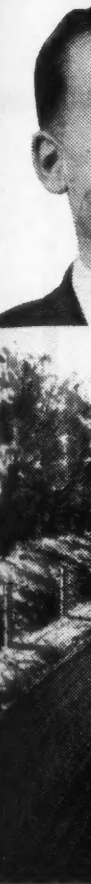
It was agreed to support the Free Trade Union in their plea to the Board of Trade for the removal of import duty on tyres.

No objection was taken to the Minister of Transport's new proposals for trailer plates (*The Commercial Motor*, January 15).

The Association's solicitor is to be asked for his opinion on the possibility of recovering payment in cases where a vehicle has sunk on the "hard" shoulder of M1 and has to be salvaged. The argument is that, as vehicles are not allowed to stand on the carriageway, and if the "hard" shoulder is too weak to withstand the weight, the operator should not be called upon to pay for salvage.

MAY 18 FOR R.H.A. DINNER

THE Road Haulage Association will hold their annual dinner at Grosvenor House, London, W.1, on May 18. The retiring national council will meet that day, and the new national council will hold their first meeting on May 19, when a new national chairman will be elected.

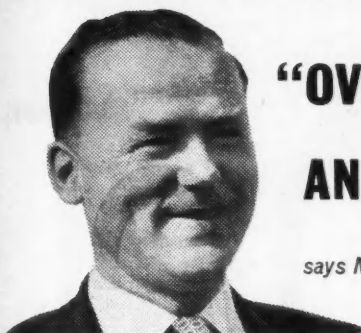


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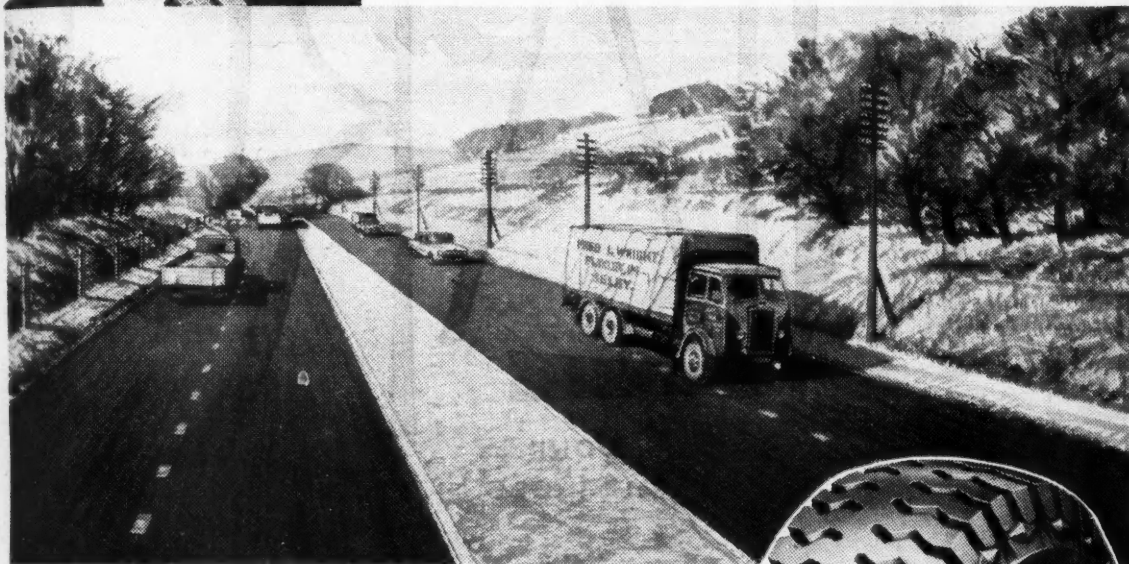
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Political Commentary

By JANUS

PEAK ON PEAK

EVERYONE is agreed, said Mr. R. A. Butler, Home Secretary, the other day, that something ought to be done about traffic jams, but nobody seems to agree what we should do. He then went on to reveal the Government's plan for a Bill to deal with traffic wardens and other matters. In view of his somewhat tentative assessment of the problem, Mr. Butler might agree that the Bill could have unexpected and not necessarily desirable by-products, like so many other matters concerning transport.

The full effect of the Pink Zone scheme in central London is still to be analysed. One criticism is that any improvement there may be in traffic conditions within the zone is matched by increased congestion outside. The variations on this theme have become familiar. The motorway leading to a big town merely helps to build up a traffic jam there a little more quickly than would otherwise be the case. An urban motorway encourages more cars, which then choke up the side streets. The centres of towns become deserts of concrete road, from which people flee to the outer suburbs, thus creating a further demand for transport.

Other unforeseen results may follow the attempt—and the Pink Zone scheme appears largely to be directed towards this end—to discourage the man who wishes to park his car all day in the West End. The driver who is convinced that it is better to leave his car at home becomes a commuter and uses public transport. If enough people follow his example, more buses and trains will have to be provided in the peak periods. There may well be a decreasing demand for them at other times of the day, particularly if the wives find that the car is now at their disposal for their own visits to town.

There may thus be an accentuation of the trend noted by at least one speaker in the recent Institute of Transport symposium on the problem of the peak. Mr. P. A. White, line traffic manager, South Eastern Division, Southern Region, British Railways, said that in 20 years the number of passengers passing through the seven terminals of his region in London during the business periods had gone up by 23 per cent. and now accounted for about 600,000 journeys every day. The increase was even greater, actually 52 per cent., in the two busiest hours, one in the morning and the other in the evening. "Off-peak demands have actually declined," said Mr. White, and he added that the overall increase in daily traffic was only some 15 per cent. higher than before the war.

More Work

According to reports, both Mr. White and the contributor to the symposium on the road side, Mr. A. F. Neal, general manager, Manchester Transport Department, agreed that they liked peak traffic. Their enthusiasm was not overwhelming. "There seems little doubt," said Mr. Neal, echoing his companion speaker, "that the problem is steadily changing, and apparently for the worse." If the Pink Zone scheme merely throws more work during the peak period on the already over-burdened public transport services, they may find it a handicap rather than a benefit.

Other devices that are supposed to relieve congestion may not work to the advantage of the passenger operator. At one time the London Transport Executive spent much effort and money in trying to persuade the employers in central London to stagger their working hours. Presumably, London Transport hoped to even out the demand for their services, but certainly not to reduce the demand. Now

comes a cautionary story from Mr. W. M. Dravers, chairman, Devon General Omnibus and Touring Co., Ltd. He has discovered a disturbing fact at a large trading estate where the starting and finishing hours are both spread over a period of two hours. At a new factory on the estate, many of the workpeople have their own means of transport. To avoid conforming with the staggered starting and finishing rota generally observed, they are urging their colleagues without cars or motorcycles to acquire them.

In keeping with the visionary school of thought rapidly gaining ground now that the traffic problem threatens to get completely out of hand, Mr. White spoke of the need for "a new design for living in London and not just a new transport policy." Something must be done, he said, about the unrestricted and growing determination to work at the centre of London and live on its fringes. The peak problem would certainly be solved if most people could be persuaded to live within strolling distance of their place of work. Unfortunately, they might lose altogether the habit of using public transport and turn to the private car even for their pleasure journeys.

Drastic Steps

Goods-vehicle operators have different problems from those of the providers of passenger transport. Their views on traffic control, which it is now the fashion to dignify with the scientific-sounding name of traffic engineering, have become firmer because of the Government's manifest intention to take early and possibly drastic steps. What were regarded as experiments a few years ago are now being applied generally and permanently.

If there must be restrictions, it is reasonable to plead that they should weigh as lightly as possible upon public transport and the carriage of goods for trade and industry. It is equally important that no unnecessary impediments are created. Because the authorities, in the centres of some large towns, have banned loading and unloading at certain times of the day, the example is spreading to other smaller towns where far less drastic measures would cope with whatever congestion there is. Rightly, the associations representing vehicle operators are protesting as strongly as possible.

Restrictions on collection and delivery may be borne for limited periods, as they were during the Christmas rush. The problem becomes serious when they are made permanent. The shopkeepers who are chiefly affected, whether or not they have vehicles of their own, would gladly join forces with the hauliers in demanding positive action. Wherever possible, laybys should be provided for vehicles loading and unloading and also for bus stops.

Provided reasonable regard is paid to their special interests, commercial operators will agree with most of the steps that the Government are proposing to take to deal with urban congestion. There is no objection to traffic wardens, even if there were opposition to summary convictions or on-the-spot fines. More one-way streets would be popular, and there would be support for the restriction of right-hand turns at certain much used intersections.

All operators would like to see clearer but fewer markings. Lane discipline could be greatly improved, and would be very much helped if bold notice of the lanes were given well in advance. During the rush periods practically all the traffic is in one direction, so that it would be worth while to have lanes clearly marked and to change their direction according to the flow of traffic.

Planning for Profit

Recording of Information Needed for Statistical Analysis Must Be Simplified and Reduced to a Minimum

The Nightingale Engineering Co., Ltd., Western Lane, London, S.W.12, have lately been supplying a number of Atkinsons to H. Pye and Son, Ltd., 53-57 Southampton Way, London, S.E.5. This tanker is an impressive example. It has a Gardner 6LX engine, a David Brown gearbox with overdrive and a double-reduction rear axle.



DON'T MAKE FORMS TOO MUCH WORK

IS form-filling non-productive? In recent years, mainly because of the trend towards the amalgamation of trade and industry into larger units, the amount of recording needed in a wide range of activities has undoubtedly increased. Central headquarters call for returns from branches, so that scope for economies may be revealed by statistical analysis.

Another reason is the greater degree of Government control of business. There are now more statutory returns to be made. Unfortunately this trend has debased the correct use of forms and recording systems. Properly employed, a form should provide a means of recording information more convenient than any other. If it fails to do this, it is either badly drawn up or the conditions under which it is being employed are not suitable.

For example, specially printed forms may not be justified when information has to be set down only at long intervals. In such a case records may just as well be kept on a simple plain sheet. In contrast—and particularly in some transport operations where conditions change rapidly—forms may create far too much work. A more flexible method would be of greater use, and instances are the pin- and magnetic-type indicator boards upon which fleet location and availability may be marked.

Memory Sufficient

The object of keeping a recording system differs according to the size of an operator's fleet. The owner of one or only a few vehicles is at an advantage, because much of the day-to-day information he wants need not be committed to paper, as memory suffices, even though he is at a disadvantage because the cost of even a small amount of stationery and clerical labour could well represent a high proportion of his overhead costs.

A big operator, on the other hand, would obviously find it quite impossible to rely upon memory, and an efficient and comprehensive control and accounting department would be justified and economically feasible because of the scale of his activities.

Selection of an appropriate recording system is most difficult with fleets of intermediate size. In such a case the operator should try to retain as much of the personal element as obtains with the small user, whilst applying the methods normally employed by big organizations, wherever they are appropriate.

When considering the drawing-up of a form, a clear distinction must be made between one which will be completed by manual workers and that which will be compiled in an office.

E.32

Comparatively detailed reports entered in several columns are not suitable for a worker normally engaged upon heavy work, for example, although they would not necessarily represent any difficulty for a clerk.

The number of forms in use must be kept small, especially those to be used by busy operating staff. Any reduction, however, should not be made to such an extent that consolidating forms becomes too complicated to be practicable. Bearing in mind the high cost of forms specially printed in comparatively small numbers, their use can be expensive if only a minor section is completed on any one occasion.

Forms for internal use need have only the minimum of identification of the company as this must be self-evident to those concerned. What is important is to ensure that a simple reference number is given to facilitate reordering of stationery. Data distinguishing one similar form from another, such as fleet numbers, should appear at the top right corner.

Necessary Compromise

In my article in the October 16, 1959, issue of *The Commercial Motor*, I recommended that operating costs should be recorded on individual vehicle sheets. However, many operators often need to record traffic movements on a fleet basis. Whereas with large goods or passenger fleets it is convenient to segregate engineering and traffic records at an early stage, some amalgamation and compromise in this respect has to be made when small numbers of vehicles are employed.

Whatever the size of the fleet or the kind of work upon which it is engaged, engineering records can be standardized to a large extent. This does not, however, necessarily apply to traffic returns. These must be drawn up to suit individual users. The example I am going to describe can be treated merely as a broad indication.

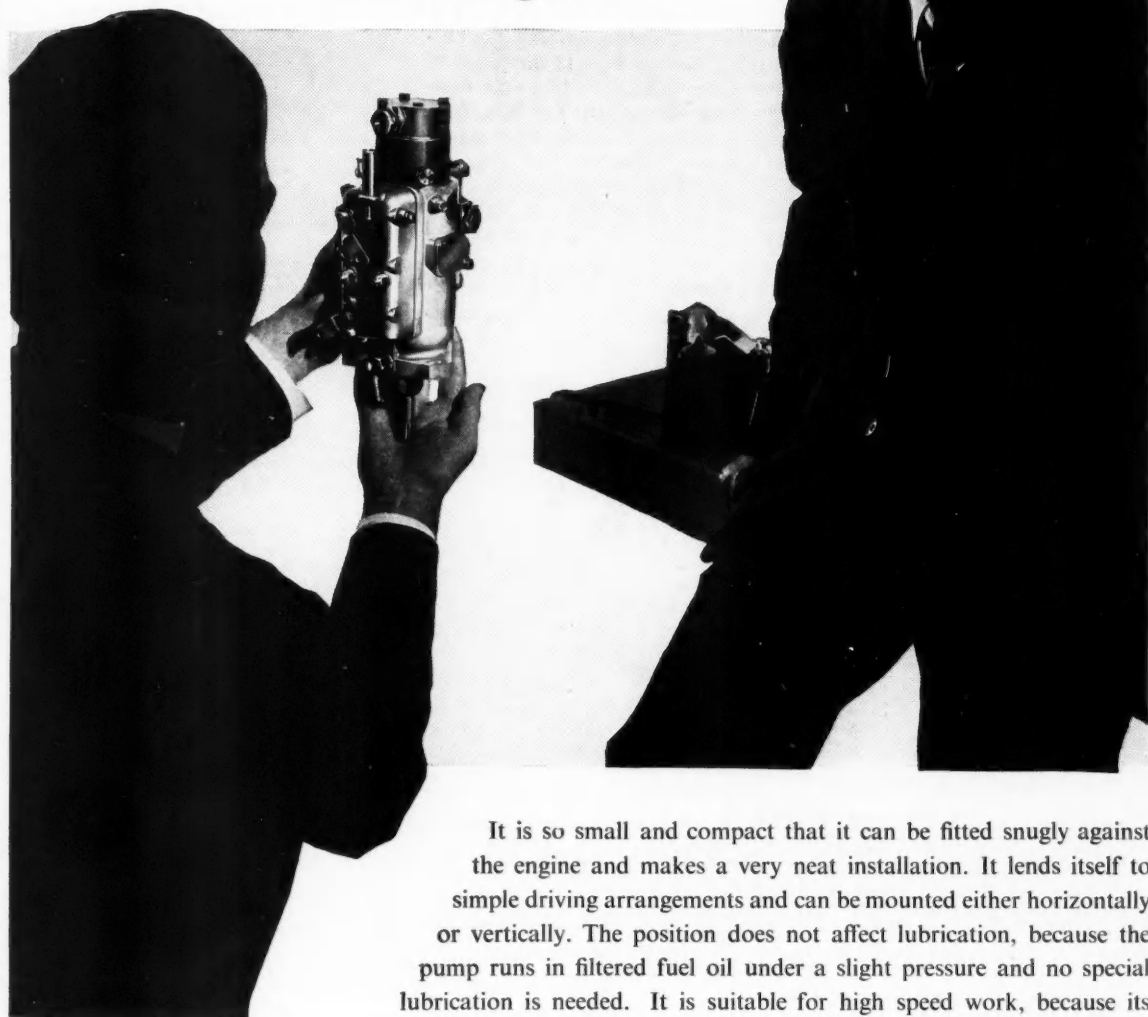
Successful recording basically depends upon simplicity of procedure, coupled with regularity of compilation. What may be a comparatively routine daily duty becomes almost unmanageable if arrears are allowed to accumulate. Moreover, queries which could be answered comparatively quickly when recording is done concurrently with completion of duties may take a disproportionate amount of time later.

Most recording systems for goods-vehicle operation stem from the driver's daily log sheet. Many users find it convenient to include on that document particulars of journeys

(Continued on page 29)

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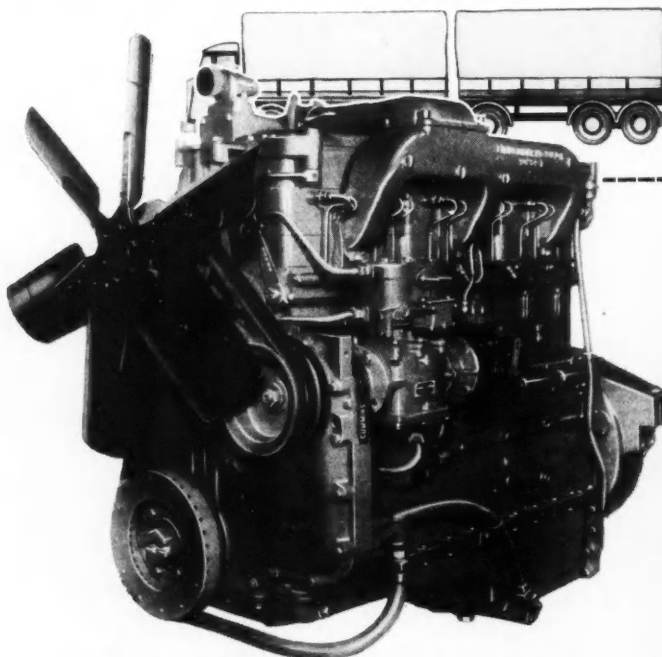
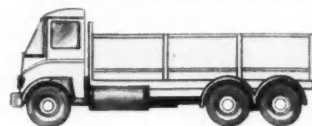
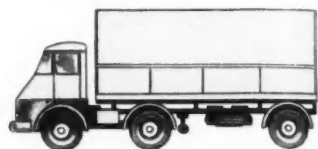
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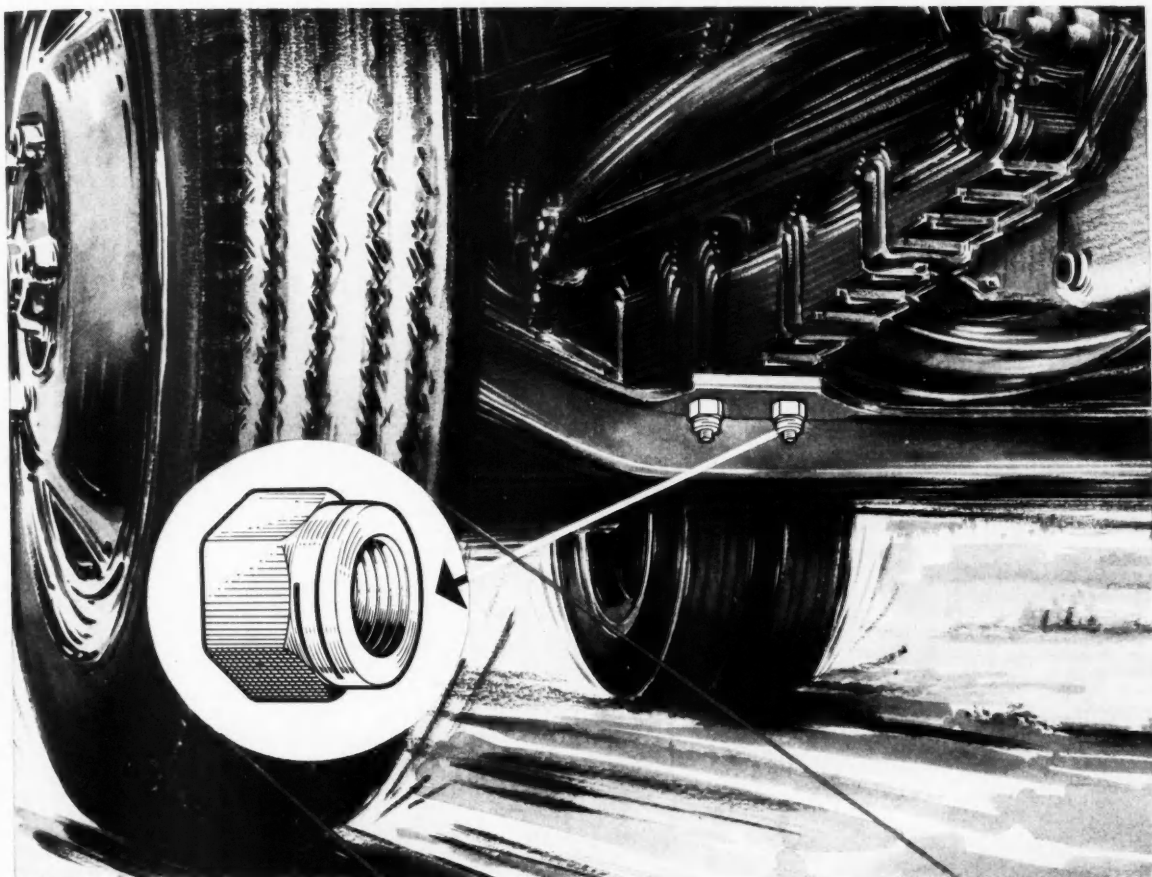
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and goods carried, and details of mileage and fuel consumption, in addition to the information required by law. When all vehicles return to base at night, a daily summary sheet for the fleet may be kept, but when vehicles are away from base for some nights during the week, a weekly sheet is more convenient.

I suggested earlier that a reduction in the number of forms in use is to be recommended, provided that it is not carried too far. A case in point is where a weekly time sheet can be combined with the weekly record of work. Two forms may not be returned at once. A driver would probably be more prompt with his time sheet than his work record, but if the two were combined as one it would be in his own interests to fill it up completely and put it in as quickly as if it were a time sheet only.

The combined form could be designed so that the time section could be cut off and passed to the wages department for their attention. Many operators who use a daily work sheet may prefer to have a weekly summary as well. In such a case the daily and weekly forms should correspond so far as possible. The heading of the weekly summary should simply be the vehicle's fleet number (if this is employed) or the registration number, and the date.

Two Headings

If it is intended to separate the time section, this could be arranged on the right and have its own heading for the driver's name and check number and the date. The main section of the summary should be divided under two headings—"Journey" and "Fuel." Assuming that the operator's working week runs from Sunday to Saturday inclusive, the days of the week will be put down vertically in a column on the left. Enough space should be left beneath each day for the driver to insert the date.

The second and third columns are for recording starting and finishing points. The next column will be the largest and take the heading "Details of Collections and/or Deliveries." The next major column is "Tonnage Delivered," and is subdivided to permit the separate recording of groups of products as appropriate to the operator's traffic.

This is significant, for many transport departments find it convenient to charge other sections of their organizations in bulk for traffic shifted rather than according to combinations

of mileage and tonnage for individual journeys. It may be that higher delivery costs are involved with certain products than others, either because of loading difficulties or because long mileages are involved. Proper recording enables the amount of such traffic to be reckoned so that appropriate internal charges can be made.

The last column in the "Journey" section is for daily mileages. To avoid duplication of entries for tonnage carried, it must be decided whether these are to be made at the time of collection or delivery. No difficulty is likely to arise when journeys are completed in a day, but confusion can occur when long trips are involved, with collections being made one day and deliveries the next. This is even more so when a load remains on a lorry over a week-end. In most cases, delivery means the finish of a job, and for this reason tonnage is nearly always recorded on delivery.

Daily Intake

The "Fuel" section has four columns. The first two are for the daily intake of fuel and lubricating oil. The actual gallonage to put down is the amount put into the tank rather than an estimate of consumption for the day. The third and fourth columns are provided for vehicles taking on fuel from other depots or outside agencies. The name of the suppliers, and the advice or invoice number, should be quoted.

Mileometer readings for the start and end of the week are recorded at the bottom of the summary. These may be checked against the totals of daily entries. Weekly totals of tonnage, fuel and lubricating oil are similarly entered.

Although log sheets with details of drivers' hours of work and rest periods must be kept, many operators find it convenient for their drivers to complete a time sheet also, as it is more suitable for the compiling of wages. Most time sheets have spaces for basic entries such as for total hours worked each day, and overtime, but provision for additional data depends upon the kind of work which drivers do. Where appropriate, columns should be allowed for the recording of meal and subsistence allowances, and other sundry expenses.

The weekly summary of hours worked would be analysed between time worked at the standard rate up to 44 hours, and any subsequent overtime at time-and-a-quarter, time-and-a-half, or double time. This simplifies the calculation of pay.

S.B.

Portable Discharger for Bulky Loads

ORIGINALLY designed to assist the discharge of bulk powders and similar materials from Pressflo rail tankers, a portable blowing outfit manufactured by Thomson and Taylor (Brooklands), Ltd., Byfleet, Surrey, can equally usefully be applied to road vehicles which have no built-in blowing equipment, and cannot discharge into raised silos.

Two specifications are available, although the layout of the plant is similar in both cases. The smaller unit is powered by an Armstrong Siddeley air-cooled oil engine developing 20 b.h.p. at 1,500 r.p.m. This is a twin-cylindrical unit of 1.976 litres driving a Wellworthy Ricardo positive-displacement blower through a Twiflex automatic clutch coupling, set to take up the blower drive at 500-550 r.p.m.

The blower incorporates a 2:1 step-up gear drive on the driving end. Air is delivered to a receiving tank with a spring relief valve operating above 10 p.s.i. The air outlet connection is a 2½-in. Albany adapter. The delivery rate is 285 c.f.m.

Engine and blower assemblies are mounted on a channel-iron frame,

Equally applicable to road vehicles, this unit has been built for British Railways to empty Pressflo rail tankers. The makers are Thomson and Taylor (Brooklands), Ltd.

supported at the rear on pneumatic-tyred wheels and at the front by a single swivelling wheel castor with a solid-rubber tyre. A hinged towing bar is provided and the brakes on the rear wheels are controlled by a lever at the front.

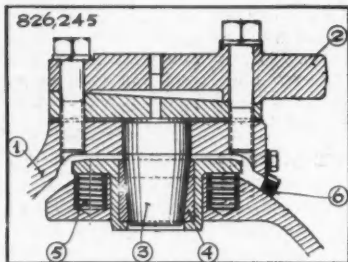
Weatherproofing is furnished by a steel canopy which provides storage for up to three lengths of 2½-in.-diameter five-ply externally armoured hose, tool kit and starting handle.



The larger version of the plant employs a 30 b.h.p. Armstrong Siddeley three-cylindrical oil engine of 2.96 litres, and two-stage blowing equipment. Twin Wellworthy blowers are used, the first stage running at 2,640 r.p.m. and the second at 2,100 r.p.m. The outlet pressure is 20 p.s.i. and 250 c.f.m. free air is delivered.

Self-adjusting King Pins

A STUB axle pivot assembly in which wear is automatically taken up as it occurs is shown in patent No. 826,245. (Regie Nationale des Usines Renault, 8/10 Avenue Emile Zola, Billancourt, Seine, France.)



Instead of a single king pin, a pair of coaxial pivots is used, the upper one being shown in the drawing. The stub-axle support (1) with its track arm (2) carries a tapered pivot pin (3). The axle assembly carries a corresponding tapered bush (4) to receive the pivot.

The bush is located in a separate housing which is free to slide in the axle assembly and is forced upward by springs (5). Thus any pivot wear is corrected by upward movement of the bush.

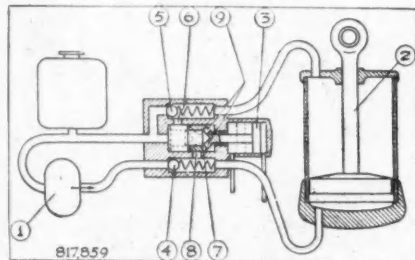
A second feature of the patent is the provision of a small friction shoe (6) which rubs on the axle assembly and damps out any oscillations.

TIPPING CONTROL

A CONTROL valve for hydraulic tipping gear is described in patent No. 817,859. The valve is controlled by compressed air and will stop and hold the body in any position by forming a hydraulic lock. (Tatra Narodni Podnik, Koprivnice, Czechoslovakia.)

The layout is shown diagrammatically in the drawing. An oil pump (1) provides the pressure for the ram (2) which lifts the body. The central control valve is actuated by a small air servo (3).

The position shown is that for raising the ram. Oil from the pump unseats a ball-valve (4) and passes to the underside of the ram piston. Oil ejected from the upper cylinder space cannot pass the



other ball-valve (5) but is diverted through a port (6) which has been uncovered by the sliding valve (7).

To hold the ram in any position, the

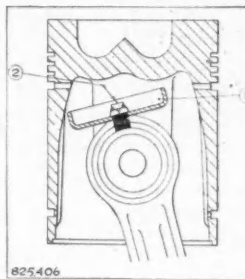
oil pump is stopped. The oil cannot then return on the pressure side because of the lower ball-valve, and the ram can be held in this position for as long as required.

To lower the ram, the air-operated valve is moved to the left allowing the oil under the ram piston to by-pass the ball-valve. It does this through the ports (8 and 9) and reaches the space above the piston through the upper ball-valve.

OIL-COOLED PISTONS

OIL-COOLED pistons are usually provided with an integral trough beneath the crown into which oil is delivered.

Patent No. 825,406 shows a design in which the oil tray is detachable and can be fitted or not, according to the rating of the engine. (Specialloid, Ltd., Black Bull Street, Leeds, 10.)



A section of a piston embodying the invention is shown in the drawing. The tray (1) is rectangular and is attached to the top of the connecting rod by a screw (2). The screw is drilled and functions also as a multi-jet nozzle for the oil which comes from the pressure-fed gudgeon pin. A locating pin (not shown) prevents the tray from turning.

The oil jets are sprayed over the underside of the piston crown, some of the oil dropping back into the tray. From there it is thrown against the underside of the crown by the reciprocating forces. References are made to earlier patents numbered 617,224 and 724,354.

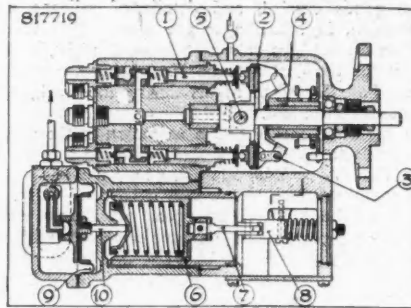
INJECTION PUMP CONTROL

A PETROL-INJECTION pump is the subject of patent No. 817,719. The pump incorporates a control member which regulates the output automatically and is controlled by manifold pressure and other variables. (Bendix Aviation Corp., South Bend, Indiana, U.S.A.)

Referring to the drawing, the pump plungers (1) are spaced around a circle and reciprocated by a swashplate (2). The stroke of the plungers, and therefore the output of the pump, can be varied by altering the angularity of the swashplate. This occurs when a link (3) is raised or lowered by a sliding collar (4) to rock the swashplate about its pivot pin (5).

Beneath the plungers is the unit which alters the position of the collar. It consists of a piston (6) subjected to manifold depression. The piston-rod carries a flat cam (shown edge-on at 7) which works a rocker (8) coupled to the sliding collar.

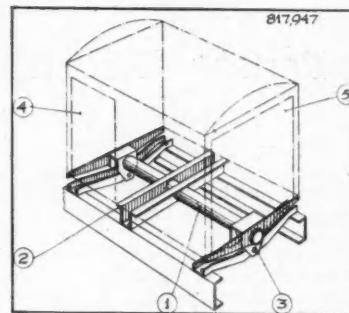
The back of the flat cam abuts on a



temperature-responsive unit so that its actual position is dependent upon both manifold pressure and temperature. A third variant is that of atmospheric pressure; this acts on a diaphragm (9) and its effect is to vary the force of the piston return spring by altering its abutment point with the sliding rod (10). The contour of the flat cam can be made to suit the characteristics of any engine.

BODY SUSPENSION

PATENT No. 817,947 describes a bodywork underframe which insulates the body from torsional stress arising from chassis-frame distortion. It is primarily intended for use on cross-country vehicles in which application it could reduce weight by enabling a lighter body to be used. (Daimler-Benz A.G., Stuttgart-Untertürkheim, Germany.)



The body is mounted on a longitudinal tube (1) which is fixed to the chassis by a central cross-girder (2). The tube is carried at its ends on chassis-mounted cross-members through pivot joints as shown at 3.

Twisting of the chassis is not transmitted to the body because of these mountings, making it possible to provide a side door (4) and a large rear door (5) in a light body structure. A second scheme shows a pair of long girders replacing the central tube, but the action is the same.

In another design described the longitudinal member beneath the body is replaced by a tubular tank situated inside the main body structure.



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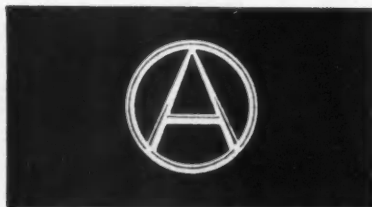
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COMPREHENSIVE RANGE OF VEHICLES IN STOCK. HIGH ROAD, PONDERS END, ENFIELD, MIDD.

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HAMILTON MOTORS (LONDON), LTD.,

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WE always have a comprehensive stock of the first-class Quality Tested and other BEDFORDS for your inspection.

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1956 BEDFORD 25-cwt. Spurling van, radio, heater, £425.

1955 BEDFORD 25-cwt. truck, £425.

1953 BEDFORD 30-35-cwt. pick-up, £295.

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1954 BEDFORD 2-3-ton truck, £425.

1954 BEDFORD 2-3-ton Luton van, diesel, £425.

1953 BEDFORD 5-ton short-wheelbase Anthony tipper, £295.

1951 BEDFORD 5-ton short-wheelbase tipper, blue, £95.

1953 BEDFORD 5-ton short-wheelbase tipper, £165.

1958 BEDFORD forward-control diesel truck, excellent condition, £885.

1955 BEDFORD 7-ton U tipper, £435.

1955 BEDFORD 7-ton long-wheelbase drop-side truck, £475.

1956 BEDFORD 7-ton U tipper, £465.

1954 BEDFORD 7-ton short-wheelbase U tipper, £399.

1952 BEDFORD 7-ton short-wheelbase U tipper, £275.

OUR showrooms are open until 6 p.m. daily and 5 p.m. Saturday.

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AMBASSADOR 7211. PADDINGTON 0022-8.

842-470

1954 Long-wheelbase 7-ton BEDFORD, Perkins diesel.

COOMBS SERVICE STATION, LTD., By-pass Rd., Guildford. Phone 62962. 842-166

BEDFORD 1955 5-ton long-wheelbase truck, petrol, heater, £350. Lennard, 183 Church Rd., Thundersley, Essex. South Benfleet 3748. 842-191

1957 BEDFORD 7-ton long-wheelbase, forward control petrol, platform lorry, £665. Hartwell Motors, Charnister Rd., Bournemouth. Winton 1777. 842-176

1956 BEDFORD 5-ton long-wheelbase drop-side, petrol, £425.

1951 BEDFORD 7-ton tipper, 7 cu. yd., £175 o.n.o.

A. GRAY AND CO., LTD., 7 and 8 Woodbridge Rd., Guildford. Phone, Guildford 2885. 842-345

1959 BEDFORD diesel, short-wheelbase tipper, new engine fitted, £375.

WALTER WALKER (ECCLESFIELD), LTD., Ecclesfield, nr. Sheffield, Phone, Ecclesfield 3667. 842-506

1951 BEDFORD Perkins P6 Scammell artic. unit and 21-ft. trailer, very good condition all round, tyres as new, £350 o.n.o. 11 Prescott Place, Clepham, S.W.4. Mac 2264. 842-534

1956 BEDFORD CA van, £225. Wray Park Garage, Reigate 2263. 842-473

FOR sale, dump truck bodies to fit 7-ton short-wheelbase Bedford forward-control chassis removed to need, new operating conditions, good order, £75 or £390 for six, cost approximately £300 each.

JOHNSONS CHAPMAN, LTD., Derwent Haugh Rd., Blaydon-on-Tyne. Blaydon 455. 842-430

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Used Goods Vehicles (contd.)

PARSONS AND PARSONS (GARAGES), LTD.
THE BEDFORD MAIN DEALERS,
FOR YOUR NEW OR USED BEDFORDS, BACKED
BY SEVEN DAYS A WEEK AFTER-SALES SERVICE.
OFFER, SUBJECT TO REMAINING UNSOLD, THE
FOLLOWING:—

NEW BEDFORDS. IMMEDIATE DELIVERY.

NEW BEDFORD forward-control 10-ton tractor, 300
diesel, Scammell attachment, 7.50 by 20 10-ply tyres,
£1,317 3s. 6d.
NEW BEDFORD normal-control 7-ton short-wheelbase
tipper, 300 diesel, 2-speed axle, £1,484 3s.
NEW BEDFORD forward-control 7-ton, 168 wheelbase,
300 diesel, chassis-cab, H.D. tyres, £1,153.
NEW BEDFORD forward-control 7-ton, 168 wheelbase,
Leyland engine, chassis-cab, 9.00 by 20, £1,453.
NEW BEDFORD 7-ton, forward control, 300 diesel,
156 wheelbase, chassis-cab, fitted flat platform and
headboard, £1,261 15s. 6d.
NEW BEDFORD 6-ton forward control, 300 diesel,
chassis-cab, 156 wheelbase, £1,142 15s. 6d.
NEW BEDFORD 5-ton normal-control E.L., 300 diesel,
chassis-cab, £1,040.
NEW BEDFORD 5-ton normal-control E.L., petrol,
chassis-cab, £922 3s.
NEW BEDFORD 15-cwt. 12-seater utility busette, £583.
NEW BEDFORD 15-cwt. Walker builder's truck, £523.
NEW BEDFORD 15-cwt. long van, £477.
NEW BEDFORD 15-cwt. short van, £452.
NEW BEDFORD 15-cwt. 12-seater busette, £627.
NEW BEDFORD 15-cwt. 12-seater semi-utility busette,
£614.

The above is only a selection from our stock of new
BEDFORDS for immediate delivery.

USED BEDFORDS.

1958 BEDFORD 15-cwt. Osborne milk floats, choice
of 10, £395.
1957 BEDFORD 8-ton normal-control 300 diesel
tractor, Scammell couplings, with 22-ft. flat
platform trailer, choice of 12, £1,100.
1956 BEDFORD 7-ton forward-control long-wheel-
base diesel, chassis-cab, fitted new flat platform
body complete with headboard, choice of six, £750.
1956 BEDFORD 5-yd. tipper, petrol, £525.
1956 BEDFORD 3-ton van, £325.
1954 BEDFORD 5-yd. tipper, petrol, £425.
1953 -54 BEDFORD CA vans from £300.
SALES staff on duty 9 a.m.-7 p.m., Saturdays 9 a.m.-
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PARSONS AND PARSONS (GARAGES), LTD.
HARLOW, ESSEX.
Phone, Potter Street 121. 842-175

SURLING CITY DEPOT offer:—

1959 BEDFORD 10-ton diesel tractor unit.
1958 BEDFORD 7-ton diesel platform truck, 2-speed
axle.
1957 BEDFORD 7-ton diesel truck.
1956 BEDFORD 5-ton (petrol) long wheelbase,
Woods hydraulic tipper gear, Bonalack drop-
and alloy truck body, approximately 7-cu.-yd. capacity.
1958 BEDFORD 7-ton diesel platform truck, 2-speed
axle.
SURLING MOTOR BODIES, LTD., 176-9 Shoreditch
High St., E.1. Sho 8433. 842-364

Bedford Wanted
A Bedford for sale! Phone Hamilton Motors,
466-490 Edgware Rd., London, W.2. Phone, Pad-
dington 0022 (12 lines). Immediate settlement and best
prices zzz-915

BEDFORD ALL TYPES WANTED.
BEDFORDS WANTED FOR CASH.

CHANDLERS MOTORS, LTD.
71 GREENWICH SOUTH STREET,
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BEDFORDS wanted! Bedfordians wanted! We want
Bedford! Trucks, tippers, vans, Lutons, etc. G.T.C.
(Commercial), Ltd., 2 Addington Rd., Bow Rd., E.3.
Advance 5242-3. zzz-814

B.M.C.
NEW MORRIS B.M.C. 7-ton long-wheelbase drop-side,
Eaton 2-speed axle, 900 by 20 tyre equipment, for
immediate delivery. List price.
1955 5-ton long-wheelbase normal control, 2-speed
axle, B.M.C. gear, £550, 50,000 miles
only.

CENTRAL GARAGE (CHURCH STRETTON),
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BURWAY ROAD, CHURCH STRETTON.
Phone, Church Stretton 11 and 389. 842-92

1957 B.M.C. diesel articulated unit, Scammell
coupling, 2-speed axle, in very good order. 842-301

1958 B.M.C. diesel articulated unit, Scammell
coupling, 2-speed axle, in very good order. 842-301

1958 B.M.C. diesel 7-ton long-wheelbase drop-side
truck, 18-ft. body, in excellent running order
with power steering and 2-speed axle, £675. Also
several other good B.M.C. diesel trucks and tippers.
RUSH GREEN MOTORS, Langley, Hitchin, Herts.
St. Stevenage 174. 842-327

Used Goods Vehicles (contd.)

1957 B.M.C. 5-6-ton diesel drop-side trucks, choice
of three, all under 30,000, £595.
A. OWEN, LTD., 72-74 Park Hill, S.W.4. Macaulay
842-455

1956 B.M.C. 7-tonner, diesel, £575.

WALTER WALKER (ECCELSFIELD), LTD., Eccles-
field nr. Sheffield. Phone, Ecclesfield 3667. 842-505

COMMER

1959, Two COMMER T33 diesel tippers, 8-cu.-yd.
wood bodies, telescopic underfloor gear, 900 by
20 tyres, very low mileage on each machine, anyone
contemplating purchasing new should see these vehicles
first. Photographs available if required. Further details
from Grantham Commercial, 97 Barrowby Rd., Gran-
tham. Phone 131. 842-036

DECEMBER, 1955, COMMER super capacity van,
D tyres, engine, body, etc., excellent order, £225.
Blenchley 2736. 842-014

1951 Long-wheelbase 7-ton flat, petrol, £90.

1954 Long-wheelbase 7-ton drop-side, petrol, £75.

1952 Medium-wheelbase 7-ton tipper, petrol, £85.

1950 JOHN HUDSON, Bawtry 362.

7-TON tipper, 1950, £195. Brew Bros., Ltd., 133 Old
Brompton Rd., S.W.7. Fre 3333. 842-308

NORMAN CON., LTD., offer 1949 COMMER
pantechonion, 1,250 cu. ft., one C-clance owner,
regularly serviced, good tyres, £150. Ferry Rd., Barton-
on-Humber. Phone 3129. 842-334

1956 COMMER T33 diesel artic. unit, S.A.E.
coupling, clean and in excellent order, £625.
Trailers available if required.

1956 COMMER T33 diesel long-wheelbase truck,
18-ft. body, very clean vehicle and excellent
runner, £650.

RUSH GREEN MOTORS, Langley, Hitchin, Herts.
Stevenage 174. 842-326

1955 COMMER EDV, low mileage, excellent con-
dition, £335.

1956 COMMER 9-ft. 7-in. wheelbase 7-ton forward-
control tipper, Routas diesel, 7 cu. yd., very
good condition throughout, £800.

1955 COMMER 25-cwt. forward-control van, £275.

1956 COMMER Cob, side windows, rear seats (P.T.
used privately only, £325.

1957 COMMER EDV, low mileage, one owner,
used privately only, £325.

A. GRAY AND CO. LTD., 7 and 8 Woodbridge
Rd., Guildford. Phone, Guildford 2885. 842-344

1957, floor ram, 900 by 20 10-ply tyres, painted
green, one owner, first-class condition all round, absolute
bargain, £900.

THOMAS S. WHITNEY AND CO. LTD., 279-283
Scotland Rd., Liverpool, 5. North 3191. 842-486

DENNIS

1953 Cattle truck, P6 engine, £375.

JOHN HUDSON, Bawtry 362.

1947 DENNIS (Dulham) 10-12-ton diesel, 6-cylinder
engine, 6-wheeler, 24-ft. platform body, twin-
drive axle, a good runner, very tidy condition, £375.
Church Road Motors, Hatfield, Essex, 57271. 845-6245

E. J. BAKER AND CO. (DORKING), LTD.

BEDFORD MAIN DEALERS.

JULY, 1954, DENNIS Centaur, 8-ton diesel, 18-ft.
double-drop body, Eaton 2-speed axle, 5-speed
gearbox, very well tyred, in excellent condition through-
out, £500.

55-61 LONDON STREET,

CHERTSEY.

Chertsey 2391. 842-341

R. A. JORDAN, LTD.

MAIN DENNIS DISTRIBUTORS.

(BEDS, CAMBS, PETERBORO' and N. HERTS).

1953 DENNIS Pax diesel forward-control 7-ton
long-wheelbase 18-ft. drop-side body, 7.50 by 20
tyres, one owner, perfect condition.

1953 DENNIS Pax diesel forward-control 7-ton long-
wheelbase 18-ft. drop-side body, 7.50 by 20
tyres, one owner, exceptional value.

1952 DENNIS Pax petrol forward-control 7-ton long-
wheelbase 18-ft. drop-side body, 7.50 by 20
tyres, one owner.

DENNIS Max forward-control diesel 8-ton 18-ft. plat-
form 9.00 by 20 tyres, one owner, reasonable offer.

ALL inquiries welcomed.

PART-EXCHANGES, H.P. terms.

IVEL WORKS, Biggleswade, Beds. Phone, Biggleswade
2265 (6). 842-169

1947 DENNIS Max 7-8-ton forward-control long-
wheelbase drop-side diesel, with detachable
high railed sides for market garden use, excellent
condition, £225.

A. GRAY AND CO. LTD., 7 and 8 Woodbridge
Rd., Guildford. Phone, Guildford 2885. 842-346

DODGE

1955, September, DODGE 146 R6, 19-ft. platform,
weight 3 tons 18 cwt., £600.

1955 DODGE Model 64 pantechonion, 1,350 cu. ft.,
one owner, £450. Cottee and Edwards, Ltd., Not-
tingham. Phone 46674. 842-111

1952 DODGE 2-3-ton van, P4 diesel engine, 600 cu.
ft., in good condition, £400.

COMBES COMMERCIAL (GUILDFORD), LTD.,
Portsmouth Rd., Guildford, Surrey. Phone, Guildford
62907. 842-241

NORMAN REEVES (MOTORS), LTD., of Uxbridge,
offer—
1955 DODGE 4-cylinder diesel 3-ton long-wheelbase
drop-side truck, two at £510 the pair. Phone,
Uxbridge 3444 (four lines). 842-481

Used Goods Vehicles (contd.)

MAIN DODGE DISTRIBUTORS.
FERRARIS OF CRICKLEWOOD, LTD.
200-220 CRICKLEWOOD BROADWAY,
N.W.2.
Gladstone 2234-5-6-7.

ALL new models prompt delivery.

FULL range of spares for all models.

SALES and service. Perkins diesel service.

SEE our Miscellaneous Section Advertisement for used
DODGE vehicles. 842-404

1958 DODGE Model 146R6, diesel, Bonalack
drop-side body, 18 ft 8 in. inside, Bargain,
£1,000. Commercial Vehicle Repairs (Essex), Ltd., Grays,
Essex, Basildon. Phone, Basildon 20223.

1959, November, DODGE short-wheelbase, Pilot
2-speed axle, 9.00 by 20 tyres, 2,000 miles only, as new,
£1,295. H. and N. Motors, Bridgman St., Bolton. Phone,
Bolton 827; after hours 4652. 842-507

Dodge Wanted
WANTED, DODGE P6 articulated B.T.C. coupling,
Phone, Cissold 6154. 842-79

E.R.F.

1951, October, E.R.F., 8-wheel double-drive, 24-ft.
drop-side body, Gardner 6LW engine, ready
to drive away, £950 or terms arranged.

HENRY EATON, LTD., 107 Palmerston St., Anconis,
Manchester. Phone, Ardwick 3146. 842-229

1945 Long-wheelbase 67, 7 engine, £135.

JOHN HUDSON, Bawtry 362.

1953 E.R.F., dismantling all models, Langley Mill
Commercial Vehicles, Langley Mill 2653. 842-514

FODEN

1951 FODEN 74-ton 18-ft. flat, Gardner 4LW engine,
ready to drive away, £500 or terms arranged.

HENRY EATON, LTD., 107 Palmerston St., Anconis,
Manchester. Phone, Ardwick 3146. 842-232

1950 FODEN FG 6-wheeler with 22-ft. platform
well maintained by very large concern, any trial, £750.
Terms and exchanges; other good Fodens in stock.

RUSH GREEN MOTORS, Langley, Hitchin, Herts.
Stevenage 174. 842-331

FODEN, 1938, 6LW, 22-ft. body, £160. Particulars,
Box CM4223, care of "The Commercial Motor".

FODEN 1947 8-wheeler, 24-ft. platform, £150, Edbro
twin end tipper gear, three ramps, £20; also 12-ft. 6-in.
body for same, £10; 4LW Gardner engine, £35. Fletcher,
Lester House, Watling St., Hinckley, Leics. Phone after
7.30 p.m., Hinckley 4126. 843-B2960

1950 FODEN 8-wheeler, 6LW 24-ft. platform, ready
for work, smart and tidy vehicle, £280.

RYLAND GARAGE, LTD., Ryland St., Birmingham.
16 Edgbaston 4501-5. 842-493

FORD THAMES AND FORDSON

1959 FORD 15-cwt. 400-cu.-ft. Marshall Luton van,
very low mileage, in superb order, £650.
Hartwells Garages, Ltd., 313-321 Panbury Rd., Oxford
4763. 844-8264

WELLSTON MOTOR CO. LTD.

381-9 WEST GREEN ROAD, LONDON, N.15.
Phone Bowes Park 6821.

OFFER FROM STOCK

NEW LUTON VANS FOR

IMMEDIATE DELIVERY.

NEW FORD Trader 5-ton 1,700-cu.-ft. Luton van.

NEW FORD 7-ton, extended chassis, fitted with 20-ft.
flat platform body, 9.00 by 20 tyres by 3146. 842-232

1955 FORD 3-4-ton diesel 1,200-cu.-ft. Luton.

1955 FORD 3-ton 4D drop-side truck, £365.

1951 FORD P6 950-cu.-ft. pantechonion, £425.

1949 FORD 2-3-ton alloy boxvan with near-side
roller shutter, £145. 842-266

1958 Trader 4D diesel, 3-ton, long-wheelbase drop-
side truck, 28,000 miles, as new, £598.

1954 FORD 4-yard drop-side steel body tipper, P6
diesel, new 34 by 7 tyres, £245.

1952 FORD P6 diesel, Sussex 6-wheeler, platform,
good runner, £165.

1947 FORD 2-ton ex Nauff, fully equipped canteen,
to clear, £60.

PHONE, EDGWARE 2572. 842-297

GORDON KING MOTORS, LTD.

FORD AND THAMES DEALERS.

TRADER 4D diesel 4-ton chassis, fitted with 1,250-cu.-
ft. low-loading Luton body, new and unregistered, ex
works, for early delivery, £1,170.

TRADER 4D diesel 4-ton low-frame chassis, fitted with
1,250-cu.-ft. body, as above, early delivery, £1,195.

1953 FORD 10-cwt. van, £125.

HIRE-PURCHASE deposit now from 10%.

ALL Thames models in stock for early delivery, any
body built to your requirement.

MITCHAM LANE, S.W.16. Streatham 3133-4. 842-399

1954 FORD P6 6-wheel double-drive, Anthony hoist,
8-cu.-yd. tipper, £195 or terms arranged.

HENRY EATON, LTD., 107 Palmerston St., Anconis,
Manchester. Phone, Ardwick 3146. 842-228

Used Goods Vehicles (contd.)

CHASESIDE MOTOR CO., LTD.

GREAT CAMBRIDGE ROAD,
ENFIELD, MIDDLESEX.
FORD MAIN DEALERS.
Phone, Enfield 3456.

1959 Trader articulated, blue-black, S.A.E. coupling, 12-ton K/O 12-ft. well, Crane trailer, 5,000 miles, £1,750.
1955 2-ton FORD Thames 4D, new liners, pistons and rings fitted to engine, excellent running order, £385.
1959 SEPTEMBER, 1957, Thames Trader 5-ton 4D, in fine condition, 7.50 by 20 tyres, including spare, excellent 24-ft. platform body on Balco extension, complete with 5-ft. full headboard, unlettered.
A LL new Trader models available from stock. 842-358

HUNTER VEHICLES, LTD.

290 SOUTHBURY ROAD,
ENFIELD.
Phone, Howard 4184.

1956 Thames 2-ton diesel standard van, one owner, excellent condition.
1957 Trader 4D engine boxvan, one owner, excellent condition.
HIRE-PURCHASE terms arranged. 842-362

FRANK G. GATES, LTD.

MAIN FORD DEALERS,
GATES CORNER, E18.
Wan 6633.

1959 Thames 10-12-cwt. van, 13,000 miles, in excellent condition, choice of two, £385 each.
1956 FORD 10-cwt. van, immaculate condition, with reconditioned engine and complete recent overhaul, £210.
1956 Thames 2-ton 4-cylinder diesel, all-steel body van, £295. 842-379

1954 FORD 3-ton 4D engine, good condition, 1955 C. Russell, 155 Millbank St., Northam, Southampton. Phone 26590. 842-171

1955 5-cylinder 30-cwt. drop-side truck, petrol, exceptional condition.
COOMBS SERVICE STATION, LTD., By-pass Rd., Guildford. Phone 62962. 842-165

THAMES Luton 4D, June, 1955, maroon and cream, 1,300-cu.-ft. capacity, £425.
THAMES 4D, July, 1955, grey, 1,300-cu.-ft. capacity, £450.
THAMES Trader 1958 6-cu.-yd. 6D Edbro tipper, £800. 842-194

W. J. REYNOLDS MOTORS, LTD., Ford House, New Rd., Dagenham, Doll 6655. 842-195

1955 FORD Thames truck, diesel engine, 14,000 miles only, £150.
WOODYATT MOTORS, LTD., Milton Rd., Southend-on-Sea. Phone 43344. 842-194

1957 5-cwt. Thames van, in good condition, £290.
COOMBS COMMERCIAL (GUILDFORD), LTD., Portsmouth Rd., Guildford, Surrey. Phone, Guildford 62907. 842-244

1958 7-ton Trader, drop-side, £750.
JOHN HUDSON, Bawtry 362. 842-304

1959 FORD Trader 7-ton long-wheelbase drop-side trucks, 14,000 miles only, 8.25 by 20 tyres, choice of two, immaculate condition, £895 each.
G.T.C. (COMMERCIAL TRUCKS), LTD., 2 Addington Rd., Bow Rd., London, E3. Advance 5242. 842-283

1959, July, Trader 5-ton 152-lb. wheelbase 6-cylinder diesel chassis-cab, heater and flashing indicators, 8,500 miles, carefully used and in first-class order, cab in grey, new primer, guaranteed, £875.
MOTORS, LTD., High St., Redhill, Surrey. Phone, Redhill 3933-4-5. 842-281

1951 FORD 5-cwt. van, excellent runner, £75.
Willenden 0046-8. 842-338

1956 THAMES 4D 4-ton long-wheelbase drop-side, £350.
A. GRAY AND CO., LTD., 7 and 8 Woodbridge Rd., Guildford. Phone, Guildford 2885. 842-347

W. J. BROWN for the full THAMES range, 5 cwt. 7 tons, and sound used commercial vehicles, 339 Finchley Rd., Hampstead 2284. 842-388

1956 FORD pickup truck, low mileage, £180; snip. Sands, 40 Carlisle Lane, London, S.E.17. Waterloo 4781. 842-XA2968

1958 FORD Thames 5-ton Trader, diesel, mileage 12,000, fitted insulated meat-van body with walk-in tailboard, three meat rails and sheep rail, spare wheel unused, condition as new, one owner, £1,750.
Nottingham Car Mart, Ltd., Mansfield Rd., Daybrook, Nottingham. Phone 26745-6-8. 842-469

JULY, 1956, FORD 4D, long-wheelbase drop-side aluminium bodies, heavy-duty 4D extended chassis, marvellous condition, £365. Pearl Street Garage, Phone, Sheffield 19139, 37529, 396241. 842-511

Ford Thames and Fordson Wanted

WANTED, 1959 Thames Trader 7-ton under-ram tipper, drop-sided 14-ft. 6-in. body, 900 by 20, 2-speed axle, 88 Burford Rd., Nottingham. 842-2042

WANTED, FORD 4D vans and Perkins, all capacities. Chandlers Motors, Ltd., 71 Greenwich South St., London, S.E.10. Gre 2033-4. 842-374

GUY

THE GREATEST BARGAINS.

1956 GUY Invincible 8-wheeler double-drive platform vehicle, Meadows engine.

T.G.B. MOTORS, LTD.

PRIMROSE ENGINEERING WORKS.

CLITHEROE, LANCs, 784 (FOUR LINES). 842-198

Used Goods Vehicles (contd.)

LAND ROVER

GOOD selection of long- and short-wheelbase used LAND ROVERS, from 1952 onwards, from £160.
COOMBS COMMERCIAL (GUILDFORD), LTD., Portsmouth Rd., Guildford, Surrey. Phone, Guildford 62907. 842-240

1950 LAND ROVER, hard top, very clean and smart, £175. Edwars 2572. 842-295

LAND ROVER, 1952, nice condition, tyres and hood almost new, £225; reasonable offer. Sands, 40 Carlisle Lane, London, S.E.11. Waterloo 4781. 842-XB2968

LEYLAND

1955, October, LEYLAND Octopus 8-wheel double-drive twin ram tipper, 20-ft. alloy body, £2,150, or terms arranged.
Rebuilt LEYLAND Hippo, 6-wheel 24-ft. flat, £295, or terms arranged. 842-230

HENRY EATON, LTD., 107 Palmerston St., Ancolts, Manchester. Phone, Ardwick 3146. 842-230

1956 LEYLAND 8-wheeler, 600 engine, double drive, air brakes, 24-ft. drop-side body, in excellent order, £1,750.
1955 LEYLAND Comet 90, long-wheelbase truck, 18-ft. drop-side body, in excellent order, £650. Terms and exchange.
A LSO other good LEYLANDS in stock. 842-325

RUSH GREEN MOTORS, Langley, Hitchin, Herts, Stevenage 174. 842-325

1957 Forward-control Comet tractor unit, Model ECOS 2/7R, 25-ft. semi-trailer, vacuum brakes, fifth-wheel couplings, choice of two. Comet with drop-side truck body. 842-419

1956 Hippo 6-wheeler, 24-ft. platform, very clean condition.
ARLINGTON MOTOR CO., High Rd., Ponders End, Enfield, Middx. Phone, Howard 1266. 842-419

1951 LEYLAND Octopus, double drive, very good condition, open to offers.
CAMPBELL PARK, LTD., Childwall Valley Rd., J. Gateacre, Liverpool. 842-508

MACK

THREE MACK 6 x 6 truck and large quantity of new spares, trucks just fitted with 15-ton tippers and bodies, and have not been used since, tyres are mostly new, would make excellent snow ploughs.
Ardrossan, Saltcoats 235. 842-8255

MAUDSLAY

MAUDSLAY 1950 8-wheeler, double drive, 9.6 A.E.C. engine, excellent condition, £575. Chalfont St. Giles 554. 842-189

MAUDSLAY 1948 Mustang twin steer, 7.7 engine, 18-ft. body, £100. Fletcher, Lester House, Watling St., Hinckley, Leics. Phone after 7.30 p.m., Hinckley 4126. 843-XA2960

1956 MAUDSLAY ex-W.D., registered October, 1946, tipping body with 4LW engine, very clean, good runner, £300. Cottage and Edwards, Ltd., Nottingham. Phone 46674. 842-113

MORRIS AND MORRIS-COMMERCIAL EX-W.D., 4 and 4 tractors with winch, from £100 each. Cunney and Stewart, Ltd., Alfreton, Derbyshire. 842-802

1952 MORRIS 5-ton diesel fitted 14-ft. long wheelbase tipper, body in good condition, £225. Colmore Depot, Ltd., The Tything, Worcester. Phone, Worcester 24451. 842-026

MORRIS B.M.C. diesel 7-tonner, fitted with 18-ft. alloy flat platform and livestock container, by Holmes (Preston), Ltd., finished in dark Brunswick green, container in bullock maroon and off white. This vehicle was built for show demonstration and is now available for immediate sale. New and unregistered. Demonstrations can be arranged, distance being no object. Colmore Depot, Ltd., The Tything, Worcester. Phone, Worcester 24451. 842-025

WEYBRIDGE AUTOMOBILES, LTD.

QUEEN'S ROAD, WEYBRIDGE.
Weybridge 2233.

1955 MORRIS 13-cwt. van, £225. 842-291

1951 MORRIS 5-ton diesel, forward control, 17-ft. drop-side body, £195, or terms arranged.
HENRY EATON, LTD., 107 Palmerston St., Ancolts, Manchester. Phone, Ardwick 3146. 842-237

PALMERSTON OF KINGSTON.

MORRIS AND MORRIS-COMMERCIAL RETAIL DEALERS.
RELIABLE used vehicles in stock.
PALMERSTON COMMERCIAL MOTORS, LTD., 75-77 Penrhyn Rd., Kingston 5618. 842-359

1959 7-ton MORRIS diesel drop-side tipper, fitted power steering, tyres 9.00 by 20 all round, bolster and headboard, automatic chassis lubrication, 4,600 miles only, £1,250. Box CM4211, care of 'The Commercial Motor'. 842-145

1955 MORRIS Ton van, in good condition, £275.
1957 MORRIS 10-cwt. van, in good condition, £365. 842-242

COOMBS COMMERCIAL (GUILDFORD), LTD., Portsmouth Rd., Guildford, Surrey. Phone, Guildford 62907. 842-244

1957 MORRIS 30-cwt. diesel van, model LD02, one owner from new, £475.
OAKTHORPE MOTOR CO., North Circular Rd., Palmers Green, N.13. Palmers Green 0446 and 1023. 842-312

MORRIS J2 15-cwt., very low mileage, with passenger seats and absolutely as new. Cavendish Motors, Cavendish Rd., N.W.6. Willenden 0046-8. 842-337

SCAMMELL

1950 SCAMMELL 25-ton articulated low-loader, 20 ft. in well, knock-out axles, in first-class order, fitted with brand-new latest-type cab and wings, bargain, £2,250; also other good low-loaders in stock.
RUSH GREEN MOTORS, Langley, Hitchin, Herts, Stevenage 174. 842-321

SCAMMELL 50-hp 3-ton tractor unit, £45 each. S Aston Cross 4217, Birmingham. 842-96

Used Goods Vehicles (contd.)

SEDDON

HUNTER VEHICLES, LTD.

290 SOUTHBURY ROAD,
ENFIELD.
Phone, Howard 4184.

1954 SEDDON 6-7-ton P6 boxvan, 775 c.c., one owner, plain colour. 842-363

HIRE-PURCHASE terms arranged.

1954 SEDDON Mk. 5R twin-ram tipper, alloy body, 10-cwt. weight, 3 tons 19 cwt., £600. Cottage and Edwards, Ltd., Nottingham. Phone 46674. 842-112

SEDDON 1952 7-tonner diesel 20-ft. drop-side, alloy body, choice of two.
SEDDON 1951 7-tonner diesel 17-ft. 6-in. drop-side. 842-191

SEDDON 1953 7-tonner diesel 17-ft. 6-in. flat, one owner-driver. 842-191

RYLAND GARAGE, LTD., Ryland St., Birmingham. 16. Edgbaston 4501-5. 842-492

1952 SEDDON, dismantling all models. Langley Mill Commercial Vehicles, Langley Mill 2623. 842-516

SENTINEL

1951 Light 6-wheeler, fitted with 19-ft. alloy tipping body with 4-ft. fixed sides, reconditioned gearbox and differential, engine recently overhauled, very good appearance and condition throughout. 842-517

1954 4-wheeler, fitted with 18-ft. wooden drop-side body, 4-cylinder D.I. engine, very sound condition throughout.
MAYFAIR GARAGE (TAMWORTH), LTD., Phone, Tamworth 1396-7. 842-191

1954 SENTINEL, dismantling all models. Langley Mill Commercial Vehicles, Langley Mill 2623. 842-517

STANDARD

1956, November, STANDARD 12-cwt. pick-up, in green, one owner, 30,000 miles, excellent condition, £250. Wray Park Garages, Reigate 2263. 842-471

THORNYCROFT

NUBIAN 4 x 4s, unregistered, M.O.S., powered by Rolls Royce, complete, as new, £125 each. A.A.I. Engineering Co., Finchley, N.12. Hill 9580. 842-2270

EX-W.D. 4 by 4 trucks, good selection. Cunney and Stewart, Ltd., Alfreton, Derbyshire. 842-803

1954 THORNYCROFT 8-wheeler, 24-ft. platform body, air brakes, double drive, unused since 1956, very low mileage, one owner, a very large concern, bargain, £1,100. 843-XA2960

RUSH GREEN MOTORS, Langley, Hitchin, Herts, Stevenage 174. 842-328

Thornycroft Wanted

WANTED, 8-wheeler fitted with Gardner 6LW. Details to Walker Bros. (Penwortham), Ltd., Middleton Rd., Middleton, near Morecambe. Phone, Heysham 738. 842-431

TROJAN

TROJAN distributors for Essex. Full range of vehicles for prompt delivery. Church Road Motors, Ltd., Hadleigh, Essex. Phone 57271 (six lines). 847-863

Trojan Wanted

WANTED, TROJAN 6-wheeler models, 1955 onwards. Church Road Motors, Ltd., Hadleigh, Essex. Phone, Hadleigh 57271. zzz-688

VULCAN

E. J. BAKER AND CO. (DORKING), LTD. 1952 VULCAN 7G diesel 6-cu.-yd. tipper, in good condition, £300. 842-343

55-61 LONDON STREET.

CHERTSEY.
Chertsey 2391. 842-343

1943 5-ton long-wheelbase twin-ram tipper, petrol, £140.
1943 Short-wheelbase chassis-cab and Edbro tipper, P6, £120.
JOHN HUDSON, Bawtry 362. 842-303

UNCLASSIFIED

MARSTON MOTOR CO., LTD.

SEVEN SISTERS ROAD,
TOTTENHAM, LONDON, N.15.
Phone, Stamford Hill 8000.

USED LUTONS FROM STOCK.

1955 FORD 3-4-ton diesel 1,200-cu.-ft. Luton. 842-363

1955 Registered BEDFORD 1,300-cu.-ft. Luton van, excellent throughout, £450.
1951 FORD P6 950-cu.-ft. pantechtron, £425. 842-363

1948 BEDFORD passenger chassis, 1,250-cu.-ft. Luton van, £235.

MISCELLANEOUS USED C.
1959 AUSTIN Omnivan, immaculate, in grey primer, £425.
1958 COMMER T53 18-ft. flat platform lorry, on 9.00 by 20 tyres, £1,100.
1958 MORRIS 15-cwt. Minivan, low mileage, excellent throughout, £390.
1957 BEDFORD Kenex Aristocrat 12-seater, £445.
1955 MORRIS 1-ton delivery van, repainted, £260. 842-363

1955 BEDFORD 7-ton 7-cu.-yd. tipper, R6 Perpetuity engine and size 9.00 by 20 tyres fitted 10,000 miles ago, excellent condition throughout, £865.
1955 AUSTIN 1-ton van, in primer, £350. 842-363

1955 FORD 3-4-ton 4D drop-side truck, £365.
1949 FORD 2-3-ton alloy boxvan with neaside roller shutter, £145 842-264

Used Goods

VAUXHALL

W
CHIPP
Chippin

YORK trailers, tons tandem TRADE for GIL and Cornwall

A.E.C. gear FODEN 4-wheel 4-cylinder 24 superlow gearbox BEDFORD 7-ton 12-pl 41,850

DYSON 15-20-cwt. S.A.E. YORK 12-ton in the well, YORK 16-ton in the well, YORK 12-ton in the well, YORK 10-ton in the well, YORK 8-ton in the well, YORK 6-ton in the well, YORK 4-ton in the well, YORK 2-ton in the well, YORK 1-ton in the well, YORK 1/2-ton in the well, YORK 1/4-ton in the well, YORK 1/8-ton in the well, YORK 1/16-ton in the well, YORK 1/32-ton in the well, YORK 1/64-ton in the well, YORK 1/128-ton in the well, YORK 1/256-ton in the well, YORK 1/512-ton in the well, YORK 1/1024-ton in the well, YORK 1/2048-ton in the well, YORK 1/4096-ton in the well, YORK 1/8192-ton in the well, YORK 1/16384-ton in the well, YORK 1/32768-ton in the well, YORK 1/65536-ton in the well, YORK 1/131072-ton in the well, YORK 1/262144-ton in the well, YORK 1/524288-ton in the well, YORK 1/1048576-ton in the well, YORK 1/2097152-ton in the well, YORK 1/4194304-ton in the well, YORK 1/8388608-ton in the well, YORK 1/16777216-ton in the well, YORK 1/33554432-ton in the well, YORK 1/67108864-ton in the well, YORK 1/134217728-ton in the well, YORK 1/268435456-ton in the well, YORK 1/536870912-ton in the well, YORK 1/1073741824-ton in the well, YORK 1/2147483648-ton in the well, YORK 1/4294967296-ton in the well, YORK 1/8589934592-ton in the well, YORK 1/17179869184-ton in the well, YORK 1/34359738368-ton in the well, YORK 1/68719476736-ton in the well, YORK 1/137438953472-ton in the well, YORK 1/274877906944-ton in the well, YORK 1/549755813888-ton in the well, YORK 1/1099511627776-ton in the well, YORK 1/2199023255552-ton in the well, YORK 1/4398046511104-ton in the well, YORK 1/8796093022208-ton in the well, YORK 1/17592186044416-ton in the well, YORK 1/35184372088832-ton in the well, YORK 1/70368744177664-ton in the well, YORK 1/140737488355328-ton in the well, YORK 1/281474976710656-ton in the well, YORK 1/562949953421312-ton in the well, YORK 1/1125899906842624-ton in the well, YORK 1/2251799813685248-ton in the well, YORK 1/4503599627370496-ton in the well, YORK 1/9007199254740992-ton in the well, YORK 1/18014398509481984-ton in the well, YORK 1/36028797018963968-ton in the well, YORK 1/72057594037927936-ton in the well, YORK 1/144115188075855872-ton in the well, YORK 1/288230376151711744-ton in the well, YORK 1/576460752303423488-ton in the well, YORK 1/1152921504606846976-ton in the well, YORK 1/2305843009213693952-ton in the well, YORK 1/4611686018427387904-ton in the well, YORK 1/9223372036854775808-ton in the well, YORK 1/18446744073709551616-ton in the well, YORK 1/36893488147419103232-ton in the well, YORK 1/73786976294838206464-ton in the well, YORK 1/147573952589676412928-ton in the well, YORK 1/295147905179352825856-ton in the well, YORK 1/590295810358705651712-ton in the well, YORK 1/1180591620717411303424-ton in the well, YORK 1/2361183241434822606848-ton in the well, YORK 1/4722366482869645213696-ton in the well, YORK 1/9444732965739290427392-ton in the well, YORK 1/18889465931478580854784-ton in the well, YORK 1/37778931862957161709568-ton in the well, YORK 1/75557863725914323419136-ton in the well, YORK 1/151115727451828646838272-ton in the well, YORK 1/302231454903657293676544-ton in the well, YORK 1/604462909807314587353088-ton in the well, YORK 1/1208925819614629174706176-ton in the well, YORK 1/2417851639229258349412352-ton in the well, YORK 1/4835703278458516698824704-ton in the well, YORK 1/9671406556917033397649408-ton in the well, YORK 1/19342813113834066795298816-ton in the well, YORK 1/38685626227668133590597632-ton in the well, YORK 1/77371252455336267181195264-ton in the well, YORK 1/154742504910672534362390528-ton in the well, YORK 1/309485009821345068724781056-ton in the well, YORK 1/618970019642690137449562112-ton in the well, YORK 1/1237940039285380274899124224-ton in the well, YORK 1/2475880078570760549798248448-ton in the well, YORK 1/4951760157141521099596

Used Goods Vehicles (contd.)

HARRY DANDO.

VAUXHALL AND BEDFORD MAIN DEALERS,
WEST END GARAGE,
CHIPPING SODBURY, BRISTOL.
Chipping Sodbury 2277 (four lines).

YORK trailers. Full range nearly always in stock, 20 tons tandem axle up to 27 ft.
TRADE for Gloucestershire, Wiltshire, Somerset, Devon and Cornwall.

NEW VEHICLES.

A.E.C. Mercury, Mark II, Pilot underbody tipping gear, aluminium insulated body, £3,145.
FODEN 4-wheel end-tipper, wood body, Foden 4-cylinder 2-stroke, 9.00 by 20 12-ply tyres, 5-speed gearbox, air brakes, £3,202.
BEDFORD 7-ton short-wheelbase U-shaped tipper, 9.00 by 20 12-ply tyres, 2-speed axle, 5-speed gearbox, £1,850.
LYON 15-20-ton low-loading semi-trailer, 20 ft. in the well, S.A.E. coupling, vacuum brakes, £1,575.
YORK 12-ton low-loading trailer, S.A.E. coupling, 16 ft. in the well, air brakes, £1,100.
YORK 16-ton low-loading trailer, S.A.E. coupling, 18 ft. in the well, air brakes, complete with winch, £1,300.
YORK 12-ton 26-ft. platform trailer, 9.00 by 20 10-ply tyres, £860.
YORK 10-ton 25-ft. platform trailer, 9.00 by 20 10-ply tyres, £700.

SPECIAL A LICENCE IN THE WESTERN AREA.

SEDDON, 1955, long wheelbase, platform, Western Area Special A licence, 3 tons 2 cwt.

COLES MK VII

5-TON MOUNTED CRANE, THORNYCROFT 6 x 4 CHASSIS, £1,450.

STACKER.

HYLOVEYOR, Model HL21HDH, unused, 50 ft. long, powered by 6 h.p. 3-phase electric motor, this lift is hydraulically adjustable to a height of about 30 ft., £900.

LONG-WHEELBASE.

BEDFORD 1957 R6 Boys rigid 6-wheeler, 21-ft. platform body, clean condition throughout, £1,250.
BEDFORD 1954 7-ton long-wheelbase drop-side, R6 engine, good condition throughout, £350.
BEDFORD 1957 7-ton long-wheelbase, Comet engine, 2 drop-side body, £700.
SENTINEL, 1955, fitted with Gardner 5LW engine vertical in the cab, trailing-axle 6-wheeler, all good tyres, platform body, this engine was fitted new about a year ago and the complete machine is in exceptionally good condition and performs well, £750.
LEYLAND Comet long-wheelbase, 1951, 18-ft. platform body, normal control, good condition throughout, £300.
GUY OTTER, 1953, P6, 2-speed axle, platform body, good condition, £300.
DENNIS Max 1916 74-ton diesel, this vehicle is in exceptionally good condition, recently fitted with new cab, over £800 has been spent on it in the past 18 months, £350.
BEDFORD 1951 7-ton petrol long-wheelbase platform, good condition throughout, £300.
MORRIS 1949 6-ton long-wheelbase platform, diesel, good condition, all good tyres, £300.
SEDDON, several 1953, £75-£175.
BEDFORDS 1956 A-type 5-ton P6 drop-side, one owner, low mileage, good condition, 8.25 by 20 tyres, £600.
FORDSON Sussex long-wheelbase, double-drive platform, petrol engine, very well maintained vehicle, £200.

TIPPERS.

A.E.C. 1956 Mammoth Major double-drive 8-wheeler, 9.6 engine, aluminium large-capacity fixed-side tipper, this machine is in exceptionally good condition throughout and is on all good tyres, £2,750.
A.E.C. Mercury 1956 standard tipper, in exceptionally good condition throughout, £1,750.
E.R.F. 1949, 4LW Gardner, standard wood-body tipper, very careful operator, £750.
BEDFORD 1958 7-ton Comet engine, 5-speed gearbox, Telehoist tipping gear and body, very clean and good condition, £1,000.
FODEN 1946 6-wheeler, 6LW Gardner, double drive, first fitted with new Pilot tipping gear and 20-ft. drop-side body, £1,500.
COMMER 1956 TS3, diesel, fitted with underbody tipping gear and wood drop-side body, in exceptionally good condition throughout, £700.
DODGE 1956, forward-control, 7-ton long-wheelbase, 8.6 large-capacity wood-body tipper, £675.
AUSTIN 1955 5-ton standard steel-body tipper, petrol, A in good clean condition and ready for work, £375.
BEDFORD 1953 S-type petrol 7-ton standard steel tipper, on all good 8.25 tyres, £250.
BEDFORD 1953 A-type 5-ton petrol, fixed-side steel body, Telehoist gear, in exceptionally clean condition, £175.

TRAILERS AND ARTICULATED.

E.R.F. 1946, 5LW Gardner, complete with new Dyon trailer, S.A.E. coupling, in exceptionally good condition throughout, tractor unit a well-known Cilliance user, £2,000.
AUSTIN 1953 P6 Loadstar tractor unit, 21-ft. Tasker trailer, good condition throughout, £225.
AUSTIN 1951 petrol Loadstar, fitted with 21-ft. Tasker trailer, good condition, £350.
B.T.C. 20-ft. 8-10-ton double-drop-side semi-trailer, quiet road condition, complete with B.T.C. tractor unit, 5th-wheel coupling, £150.

HARRY DANDO.

VAUXHALL AND BEDFORD MAIN DEALERS,
WEST END GARAGE,
CHIPPING SODBURY, BRISTOL.
Chipping Sodbury 2277 (four lines).

1952 THORNYCROFT Trident tipper, Edborough twin-ramp, 7-cu.-yd. steel body, £325.
1953, December, ALBION Keiver, alloy body, de luxe cab, £1,300.
THOMAS SILVEY, LTD., Midland Rd., Bristol, 2.

Used Goods Vehicles (contd.)

FORD AND SLATER, LTD.

LEYLAND, ALBION, SCAMMELL
TIPPERS.

1958 LEYLAND Comet, medium wheelbase, 14-ft. alloy fixed side and 14-ft. timber drop-side bodies, choice of several.
1956 LEYLAND Comet, short wheelbase, chassis and cab with tipping gear only.
1956 LEYLAND Comet medium wheelbase, 14-ft. by 2-ft. timber drop-side.
1956 LEYLAND Comet, medium wheelbase, 14-ft. by 2-ft. timber drop side.
1955 LEYLAND Comet, medium wheelbase, 13-ft. 4-in. by 4-ft. timber fixed side.
1955 LEYLAND Comet, medium wheelbase, normal control, 14-ft. by 3-ft. 6-in. alloy drop-side.
1954 LEYLAND Comet, medium wheelbase, 14-ft. by 3-ft. 6-in. timber drop side.
1958 FORD Trader 7-ton 6D, short wheelbase, 6-cu.-yd. steel fixed-side body.
1958 BEDFORD 7-ton diesel, short-wheelbase, 11-ft. by 2-ft. steel fixed side.
1958 BEDFORD 7-ton diesel, medium wheelbase, 14-ft. by 4-ft. steel fixed side, rebuilt engine.
1954 BEDFORD 7-ton petrol, 6-cu.-yd. steel "U" body.
1955 MORRIS 5-ton diesel, 5-cu.-yd. timber fixed side.
1951 MORRIS 5-ton diesel 5-cu.-yd. timber drop side.
1955 ALBION Chieftain, short wheelbase, 10-ft. 6-in. alloy fixed-side body.
1957 (Registered) LEYLAND Hippo, 16-ft. 6-in. steel fixed-side body.
1948 LEYLAND Hippo, 16-ft. 6-in. timber drop-side body.
1957 LEYLAND Comet, medium wheelbase, normal control, 14-ft. by 2-ft. timber double-drop-sides.
1958 LEYLAND Comet, medium wheelbase, normal control, 14-ft. by 2-ft. timber double-drop-sides.
1957 FORD Traders 5-ton diesel, medium wheelbase, 13-ft. 6-in. by 4-ft. timber bodies, one drop-side, one fixed side.
1955 LEYLAND Comet short-wheelbase tipper, 11-ft. 10-in. timber body.
1956 LEYLAND Comet medium-wheelbase tipper, 14-ft. timber body.
1954 LEYLAND Comet short-wheelbase tipper, 10-ft. 6-in. timber body.
1950 LEYLAND 15 short-wheelbase tipper, 10-ft. timber body.
1949 DODGE short-wheelbase petrol timber drop-side.
1943 DODGE short-wheelbase petrol timber drop-side tipper.
1956 LEYLAND Comet, normal-control, medium-wheelbase chassis and cab, with Boys third axle.
1957 B.M.C. diesels, medium wheelbase, 13-ft. 6-in. fixed-side bodies.

PLATFORMS.

1958 LEYLAND Comet, forward-control long-wheelbase chassis and cab only, choice of two.
1958 LEYLAND Comet, forward-control long-wheelbase 18-ft. 4-in. timber drop side.
1957 BEDFORD 7-ton long-wheelbase, Leyland engine, 16 ft. timber drop side, choice of two.
1956 BEDFORD 7-ton R6, 16-ft. timber flat.
1957 BEDFORD, G.M.C. engine, 16-ft. 3-in. timber drop side.
1955 SEDDON 5-ton P6, 16-ft. timber drop side.
1954 ATKINSON 7-ton 17-ft. 10-in. timber flat.
1957 AUSTIN 5-ton diesel, 14-ft. 3-in. timber flat.
1958 AUSTIN 5-ton diesel, 14-ft. 3-in. timber flat.
1954 SENTINEL 7-ton 17-ft. 9-in. timber flat.
1948 SENTINEL 7-ton 17-ft. 5-in. timber drop side.
1948 MAUDSLAY 7-ton 19-ft. timber flat.
1948 MAUDSLAY twin steer, 20-ft. timber flat.
1957 COMMER TS3, 19-ft. timber drop side.
1941 A.E.C. 6-wheeler, 20-ft. timber flat.
1953 LEYLAND Comet, normal-control, medium-wheelbase, 16-ft. 6-in. timber flat.
1950 SEDDON 16-ft. 6-in. 9-in. timber flat.
1954 THORNYCROFT Sturdy, 20-ft. timber flat.
1959 LEYLAND Super Comet, long-wheelbase chassis-cab.
1956 B.M.C. 7-ton diesel, 16-ft. 8-in. timber body.
1953 BEDFORD-SCAMMELL artic. unit, P6.
1955 DODGE 5-ton, 16-ft. double-drop-sides.

VANS.

1955 BEDFORD 6-ton diesel van, 950 cu. ft.

FORD AND SLATER, LTD.

LEYLAND, ALBION,
GWENDOLEN ROAD, LEICESTER.
Phone 36117-9.

WESSEX MOTORS,

NEW STREET, SALISBURY.
Phone 3275 and 6593.

NEW vehicle in stock for immediate delivery.
MORRIS B.M.C. 7-ton forward-control 160-in. long-wheelbase drop-side lorry, fitted with power steering and flashers.

USED vehicles.

1954 AUSTIN 41-cu.-yd. 5-ton tipper.
1956 AUSTIN 5-ton long-wheelbase forward-control diesel drop-side truck.
1958 MORRIS long-wheelbase forward-control drop-side diesel, one owner, immaculate condition.
1955 MORRIS short-wheelbase prime-mover, B.M.C. 5.1 diesel unit.

(Supplement)

Used Goods Vehicles (contd.)

SPECIAL OFFERS.

1960 PRICES. 1960

UNBEATABLE COMMERCIAL BARGAINS.
FINEST SELECTION IN GREAT BRITAIN.

NEW TROJAN 20-25-CWT. VANS, DROP-SIDE TRUCKS.

PERSONNEL AND P.S.V. 14-SEATER COACHES.

IMMEDIATE DELIVERY OR SPECIAL BODIES

BUILT TO YOUR REQUIREMENT.

HIGHEST PRICES FOR YOUR EXCHANGES.

1959 March, 7-ton B.M.C. 6-cylinder diesel cab and chassis, high-speed axle, 900 by 20 tyres (original), 20,000 miles only, as new, £950.

1959 7-ton BEDFORD S, 2-speed Bedford axle, 8-cu.-yd. body, low mileage, as new, choice of five, each £950.

1959 7-ton BEDFORD J-type tipper, 300 engine, 2-speed Bedford axle, 8-cu.-yd. body, as new, four, each £950.

1958 FORD Trader 6D 5-ton long-wheelbase drop-side truck, £745.

1958 7-ton FORD Trader, 6D engine, 17-ft. new flat, choice of two, each £835.

1958 FORD 6D 5-ton cab and chassis, 34,000 miles, 152-in. wheelbase, £795.

1958 DODGE normal-control long-wheelbase double-ramp tipper, 900 by 20 tyres, 2-speed axle, two, each £950.

1957 BEDFORD 7-ton flat with 300 engine, 5 type, £745.

1957 FORD Trader, 6D, short wheelbase, 5-ton steel-bodied drop-side tipper, £725.

1957 3-ton FORD Trader, 4D diesel engine, long-wheelbase drop-side flat, £565.

1956 December, BEDFORD long-wheelbase drop-side truck, immaculate condition, diesel engine, £650.

1956 BEDFORD 5-ton short-wheelbase tipper, P6 engine, wooden drop-side body, £550.

1956 November, 7-ton B.M.C. flat, 6-cylinder diesel, 900 by 20 tyres, power steering, Eaton 2-speed axle, perfect, £725.

1956 DODGE articulated unit, B.T.C. coupling, P6 engine, to clear £275.

1956 December 11, BEDFORD short-wheelbase drop-side steel-bodied tipper, P6 diesel engine, three, bargain, each new condition, £465.

1956 September, MORRIS long-wheelbase 4-cylinder diesel drop-side truck, immaculate, £375.

1956 2-ton FORD 4D van, standard body, new tyres all round, very clean, £375.

1957 DODGE long-wheelbase 17-ft. 6-in. flat, Eaton 2-speed axle, P6 engine, very good condition, £365.

1956 FORD P6 short-wheelbase wooden-bodied tipper, bargain to clear, £395.

1956 May, AUSTIN B.M.C. diesel long-wheelbase flat, £670.

1955 November, FORD 4D 30-cwt. diesel van, £275.

1955 SEDDON truck, P4 engine, £395.

1954 SEDDON 3-ton boxvan, diesel engine, choice of three, each £375.

1954 October, BEDFORD S-type petrol coach chassis, 23-ft. drop-side body, £375.

1954 DODGE long-wheelbase drop-side truck, Perkins diesel, 900 by 20 tyres, in first-class condition, £395.

1954 (Late) BEDFORD long-wheelbase double-drop-side twin ramp tipper, 900 by 20 tyres, in good condition, Meadows engine and gearbox, only needs seeing, £525.

1953 September, ALBION Chieftain long-wheelbase flat, bargain, £490.

1952 October, 3-ton BEDFORD with 4-cylinder Perkins diesel engine, 1,000-cu.-ft. Luton van, very clean, £345.

1952 AUSTIN petrol 2-ton vans, choice of two, to clear, each £145.

1957 FORD Zephyr Mark II saloon, radio, heater, all extras, one owner, 30,000 miles from new, specimen condition, £635.

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1954 COMMER 25-cwt. van, grey, £150.
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1954 COMMER express delivery van, grey, £185.
1954 COMMER express delivery van, maroon, £175.
1954 AUSTIN 2-ton platform, green, £50.
1955 FORD 10-cwt. van, blue, £120.
1956 BEDFORD 10-12-cwt. van, maroon-grey, £250.

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1955 AUSTIN 2-ton boxvan, diesel engine, £360.
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1955 AUSTIN A40 pick-up, blue, one owner, good running order, £180.
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1947 May, MAUDSLAY Mogul Mark 2, A.E.C. 7.7 chassis-cab, 36 by 8, recent overhaul, new cab, excellent condition, C-licence user, £525.
1956 January, BEDFORD 8-10-ton Scammell tractor, P6 engine, good tyres, good condition, £500.
1955 November, COMMER 7-ton drop-side, diesel, high-loading board, painted red, good tyres, good condition, £600.
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1952 DENNIS Pax short-wheelbase hydraulic tipper, new P6 engine, resprayed.
1958 BEDFORD 7-ton hydraulic tipper, 12-ft. body, Leyland engine.
1956 BEDFORD 5-ton, A type long-wheelbase drop-sided truck.
1956 BEDFORD 7-ton long-wheelbase drop-sided truck.
1955 BEDFORD 7-ton Boys 6-wheel extension, 20-ft. flat.
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1956 BEDFORD long-wheelbase 7-ton hydraulic drop-sided body.
1949 BEDFORD long-wheelbase 6-ton hydraulic tipper, 15-ft. drop-sided body, new P6 engine.
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SEDDON diesel Mk. 15 3-ton boxvan, approx. capacity 1,080 cu. ft., 7.00 by 20 10-ply tyres, first registered 1952, £595.
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1956 FORD 4D long-wheelbase truck; choice of three.
1956 FORD 4D long-wheelbase tipper, Pilot gear.
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1954 COMMER 8-cwt. van, £245.
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- SEDDON** Mk. 5510-2, September, 1956, owner-driven S from new, Eaton axle, 9.00 by 20 tyres, all good, P6 engine (recent top overhaul), brakes relined, £725.
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FORD.

- 1955** 5-ton 4D normal-control long-wheelbase platform lorry, diesel; offers.

AUSTIN.

- 1955** AUSTIN Loadstar long-wheelbase drop-side lorry, petrol.

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- 1956** BEDFORD 10-12-cwt. vans, choice of two; offers.
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844

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4-wheel

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56 ATR

1957 ATKIN

4-wheel

1957 ATR

base 4-

1956 ALBIO

platform

1956 BEL

44 BEL

1956 SED

4-wheel

1956 ALBIO

4-wheel

1956 CO

4-wheel

1956 LEYLA

20-ft.

1955 ALBIO

base 4-

1954 8-wheel

COMPLETE

YORK

HIRI

COMB

PRA

COMME

ATKINSON,

1956 BEDF

side

1956 DOD

by 20

1956 ALB

1955 BED

diesel

1954 E.R.F.

UNREGISTER

heavy-duty

PRA

CHARLES

1956 AUST

2-speed

1955 BED

with

1955 AUST

side

1955 AUST

4500

1953 DOD

side wood

1953 BED

Eaton

body, new tyre

1953 COM

27½

1953 BED

condition

1950 MORRIS

19-ton

CHOICE of

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three, all 12

1957 BED

R6 exte

1957 BED

tipper, in

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side, 14-ft. 6-in. body, £475.
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£450.
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hard-side wooden body, £600.
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TRADER 5-ton 6D 152-in. chassis-cab.
TRADER 7-ton 6D 160-in. chassis-cab.

OUR STOCK CHANGES DAILY. CONTACT US FOR THE FORD VEHICLE YOU REQUIRE.

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EARLY delivery Thames Trader, diesel articulated unit, converted Scammell coupling. We convert all 4D and 6D chassis-cabs for Scammell automatic coupling. Perkins Garages Ltd. Leytonstone 3366. 842-190
PRIMROSE offers third axle for your 7-ton Trader.
DETAILS:
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Feb. 5, 1940—THE COMMERCIAL MOTOR 71
(Supplement)

New Goods Vehicles (contd.)

FORD Thames Trader chassis and cab, immediate delivery.
WALTER WALKER (ECCLESFIELD), LTD., Ecclesfield, near Sheffield. Phone, Ecclesfield 3667. 842-504

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NORTH CHESHIRE MOTORS, LTD., Woolston. Phone, Warrington 13271. Sales, spares and service. zzz-890

K. AND B. MOTORS, distributors for GUY vehicles in North-eastern England. Early delivery on most models of Guy 4-, 6- and 8-wheelers. Part-exchanges welcome. Fuel pumps and injector service for all makes.

K. AND B. MOTORS, Benwell Lane, Newcastle. Phone 35273 (five lines). zzz-745

GUY Invincible 8-wheeler, double drive, 6LX Gardner engine, chassis-cab. Feltham 3822. 842-186

GUY Vixen, B.M.C. diesel engine, 16-ft. 3-in. platform body, 4-wheeler, 12-ft. 6-in. wheelbase. zzz-745

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1939 WILLYS JEEP, all models, now at long last right-hand drive, direct from U.S.A., available in U.K. Supplied to order. Genuine Willys Jeep spare parts supplies for all Willys vehicles. Immediate service and attention given by your sole appointed concessionaires for Great Britain and Northern Ireland. Rodney 2201-6. 842-629

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109-IN. New LAND ROVER, colour green, petrol engine, immediate delivery. Epps Bros. Phone, Farn (Kent) S.A. 5555. 842-037

NEW LAND ROVER Series II 88-in. wheelbase, petrol, early delivery, £650.

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COOMBS COMMERCIAL (GUILDFORD), LTD., Portsmouth Rd., Guildford, Surrey. Phone, Guildford 62907. 842-245

R. J. SEARLE, LTD., the specialists with a national reputation, offer new models for immediate delivery. Thames St., Sunbury 3014, 3867. 842-385

88-INCH diesel LAND ROVER, and 88-in. petrol LAND Rover. Wray Park Garages, Reigate 2263. 842-475

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BOYS third axle for all Comets and Beavers. Ask your agent. zzz-637

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LEYLAND Octopus short-wheelbase tipper.

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NEW LEYLAND COMETS FROM STOCK.

NEW LEYLAND Comet 4-wheeler fitted 23-ft. 6-in. drop-side body.

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Phone, Brownhills 2307, 2336 and 2392. 842-156

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STEWART AND ARDERN, LTD.

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851

New Goods Vehicles (contd.)

ONE 10-cwt. MORRIS van, list price; one 15-cwt. Morris, list price. Cavendish Motors, Cavendish Rd., N.W.4. Wilton Road, 842-539.
MORRIS-COMMERCIAL 5-ton diesel chassis and cab and 30-cwt. LD2 petrol van, 30-cwt. diesel LD20 chassis. Wray Park Garages, Reigate 2263. 842-474

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Phone 3211.
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THE SEDDON MK. 14 with Boys third axle gives you 12-ton payload and 24-ft. body. Ask your agent. 842-638

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NORTH FINCHLEY, N.12.
SEDDON diesel vehicles. Full range new freighters, tipper, tractors, with Perkins or Leyland engines for payloads 1-12 tons. Gardner and Cummins powered rigid and articulated and multi-wheelers up to maximum legal gross vehicle weights. Hire-purchase, part-exchange. **WRITE OR PHONE FOR BROCHURE.**
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WEYBRIDGE AUTOMOBILES, LTD.,
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Weybridge 2213.
SEDDON 7-ton chassis, 13-ft. 6-in. wheelbase, fitted Perkins P6, £1,680. 842-289

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ATLAS vans, one sliding door, one hinge door, immediate delivery. Acton 6731. 842-181
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ALWAYS GOOD STOCKS OF NEW TROJANS
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NEW TROJAN 20-cwt. and 25-cwt. vans, personnel wagon and rural bus, full range of spares and first-class service from:
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FOR your VOLKSWAGEN—see the VW Centre at Ripley, distributors of all Volkswagen vehicles. The first in the U.K. to specialize exclusively in the sales and service of Volkswagens. A full range of spare parts always available. Colborne Garage, Ltd., "The Volkswagen Centre," Ripley, Surrey. Phone, Ripley 2361. 842-801

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THE new Boys third axle is available for all makes. Ask your agent or apply to Henry Boys and Sons, Ltd., Oxford St., Walsall. Phone, Walsall 2181. 842-639
COMMIE Rootes diesel, Duplex, Plaxton and Harrington body, early delivery, finished to instructions. Reliance, as above.
A.E.C.
PERCY D. SLEEMAN, LTD., London COMMIE dealers, 38 Uxbridge Rd., Ealing, W.5. Ealing 7987. After hours, Iver 561 or Beaconsfield 1081. 842-438

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CHOICE of three high-bridge double-deck vehicles by A.E.C. Chassis: Regent Mark III with 96 engines, 58-seat bodies by Chas. H. Roe in perfect mechanical and body condition, £450 each ex-depot, certificate of fitness to 1962.
COLBRO, LTD., Jaw Bone Works, Wood Lane, Rothwell Haigh, Leeds. Rothwell 3258. 841-8218
1948 A.E.C. 35-seater Duplex, good condition. £235. Phone, Gainsborough 2707. 842-8219
1950 A.E.C. 9.6, air brakes, 33-seater Burlingham with Plaxton F/F conversion, recently recoloured and in very good condition, would consider 28-seater in part-exchange. Hire-purchase arranged.
GILLARDS of Normanton, 30, Alfords Rd., Normanton, Yorks. Phone 3289, after hours 2280. 842-8254
1948 A.E.C. luxury coach, 31 seats, certificate of fitness 10.7.61. £600. 20 London Terrace, Cwmaman, Port Talbot. Cwmaman 316. 844-8274
1948 Regal 7.7 (diesel) Harrington 33-seater half cab, sun saloons, certificate of fitness 1963, first-class condition, choice of four, offers invited.
SURREY MOTORS, LTD., St. Nicholas Rd., Sutton, Surrey. Villant 4444. 844-8270
1948 A.E.C. Regal, 9.6 engine, 31 seats, preselector gearbox, certificate of fitness to 1962. £295 o.n.o. Walker, Seco Works, Baguley, Manchester. 23. 842-394
A.E.C. 7.7, full front 33 high-back seats, Bellhouse coach, body well tired, newly painted, certificate of fitness 31.12.60. £250. Southport 55029. 842-8266
1949 A.E.C. Duplex full-front 35-seater, no bulkhead, new 7.7 engine fitted 1000 hrs, well tired, good batteries, fitted heater, good clean condition including upholstery, certificate of fitness to February, 1963. F. Busby 27, Newbury Rd., Bletchley 2664. 842-8265
A.E.C. 1950 35-seater, 9.6 engine, air brakes, full A.E.C. front, £600.
BAYLISS, Timberham Works. Lowfield Heath, Crawley, Surrey. Horley 4536. 842-172
1952 A.E.C. 41-seater Burlingham coach, radio, new engine, certificate 1962, preselective box, 9.6 underfloor engine, diesel, Michelin tyres, buff and green, £1,950.
T. THOMAS & SONS LTD., 279-283 Scotland Rd., Liverpool 5. North 3191. 842-487

AUSTIN
AUSTIN full-front, 1949, one owner, 31-seater, certificate of fitness October, 1962. £325. Mar 1888. 842-004

BEDFORD
1959 BEDFORD Super Vega 41-seater, like new, £621 of extras, £3,000. Write or phone, 43 Glenall Rd., Edware, Stonegrove 7210. 844-021
1958 November, BEDFORD Workobus, beige 41-seater, exterior, very clean vehicle, £185.
E. J. BAKER AND CO. (DORKING), LTD., Farnham Trading Estate, Farnham, Surrey. Farnham 4626-7. 842-125
1953 BEDFORD Duplex Super Vega 38-seater, certificate of fitness 1963, fitted glass quarters, tubular racks, many extras, used excursion work only, all units recently overhauled, immaculate condition throughout. EF575. Unique Coaches (Brighton), Ltd., 47 Trafalgar St., Brighton, Sussex. Brighton 24398. 842-127

DISPATCH MOTORS,
FORD DISTRIBUTORS,
256-278 BOROUGHS HIGH STREET, S.E.1.
1960 Thames Duplex 41-seater; available May.
1954 BEDFORD Super Vega, certificate of fitness 1962.
1953 BEDFORD Gurney-Nutting 31-seater luxury coach, glass roof quarters, tubular racks, Bedford cord seats, certificate of fitness 1963.
1948 31-seater COMMIE coach, good running condition.
PHONE, WATERLOO 5991. 842-294

1952 BEDFORD Plaxton, 1952, 33-35-seaters, in first-class order. Box CM421, care of "The Commercial Motor." 842-124
R52

Used Passenger Vehicles (contd.)

1956 57 Super Vegas, choice of several from £2,250. H.P. arranged. A. Springall, Ltd., 166-8 Plumstead Common Rd., S.E.18. Woolwich 5313. 842-392

BEDFORD coach, 1952, 33-seats, Plaxton body, courier's seat, good condition, certificate of fitness 1962, £1,150.
ONE 1951 BEDFORD Duplex, 33-seater, radio and heater, red trim, £1,950.
ONE 1951 BEDFORD Duplex, 33-seater, radio and heater, red trim, £1,950.
COMMERCIAL GARAGE, Stockport Rd., Cheshire. Phone, Gat 2423. 842-513

BRISTOL
1950 BRISTOL 35-seater coach, in excellent condition, 5-cylinder Gardner with overdrive, 18 m.p.g., certificate of fitness, for quick sale, £225. Phone Hillside Coaches, Ltd., Markyate 318. 842-70

COMMIE
14-SEATER Karrier, Reading body, five years certificate, 1960, new retires, offers. Hollis Coaches, Welsh Rd., Queensferry. 842-2695
1957 T53 Duplex 41-seater, immaculate, every available extra, radio, heaters, speech amplification, lift-up roof vents, glass roof quarters, new tyres, wheel discs front, rear. 843-8187
C. S. PEGG, Caston, Aitlenborough, Norfolk. Caston 296. 843-8187

GUY
1953 GUY Arab 41-seater, Continental-type full-luxury coach, underfloor 6HLW Gardner engine, preselector air-operated gearbox, Westinghouse air brakes, Metalcraft show body, heater and radio, certificate of fitness 1963, £2,150. Would consider good conditioned 29- or 31-seater in part-exchange. Moxon Coachways, Walsall Rd., Darlington. Phone, James Bridge 2647-8. 845-8286

DON EVERALL, LTD.,
34 CLEVELAND ROAD,
WOLVERHAMPTON.
Phone 23212.
1954 GUY Arab lightweight, 6HLW underfloor engines, 41-seater Burlingham Scagall coaches, certified to 1964, choice of nine, ex our own fleet, £2,400. 842-102
GUY Arab H.B. double-decker, 1949 onwards. Graham's Bus Service, Ltd., Hawkhead, Paisley. 842-028

LEYLAND
ONE 1957 (June) LEYLAND Tiger Cub 41-seater Duplex coach, fitted radio and heaters.
ONE 1958 (June) LEYLAND Tiger Cub, 43-seater, Duplex coach, fitted radio and heaters.
A. PIPLEY Peter Irvine and Sons, Salisbury. By Motherwell, Phone, Salisbury 207. 842-8209

1950 LEYLAND PS2, December (original registration), certificate of fitness, 35-seater Churchill, £750 o.n.o. Drings, Oxford, Headington, Oxford. Phone 62900. 842-8250

MORRIS
1958 MORRIS Minibus, P.S.V. certificate of fitness. PHILLIPS MOTOR SERVICES (SHEFFIELD), LTD., 443 Handsworth Rd., Sheffield, 13. Woodhouse 2541. 842-460

UNCLASSIFIED
J. W. FIELDSSEND, LTD.,
1958 BEDFORD petrol 41-seater Plaxton, heater and radio; choice of three.
1953 CROSSLEY, 37-seater full-front Churchill body.
CROSS LANE, Salford. Phone, Pendleton 5331. 842-400

Used Passenger Vehicles (contd.)

E. J. BAKER AND CO. (DORKING), LTD.,
COACH SHOWROOMS AND SERVICE STATION
FARNHAM TRADING ESTATE, FARNHAM,
SURREY.
Phone, Farnham 4626-7 and 3227 8 a.m. to 6 p.m. after 6 p.m., Farnham 4481.

NEW BEDFORD DUPEL, PLAXTON, BURLINGHAM
41-SEATER COACHES, 1960 MODELS.
CHOICE OF PETROL OR DIESEL ENGINES WITH
4-OR 5-SPEED GEARBOXES.

IMMEDIATE DELIVERY.
1959 BEDFORD SBI diesel 41-seater Duplex body, two recirculator heaters, red interior, cream-green exterior, certificate of fitness 1966, low mileage, £3,400.
1958 BEDFORD SBI diesel, Duplex 41-seater, red interior, glass roof, quarter lights, tubular racks, heaters, certificate of fitness 1965, £3,285.
1957 June, BEDFORD SB chassis, Duplex 41-seater body, red interior. Choice of two. Available shortly, from £2,750.

1956 BEDFORD SBI petrol, 41-seater Duplex body, heater, radio, red interior, cream-maroon exterior, certificate of fitness June, 1961, choice of two, immaculate vehicle, £2,650.
1956 BEDFORD Burlingham 41-seater, red interior, mudguards exterior, certificate of fitness 1960, £2,575.
1955 BEDFORD Duplex 36-seater, glass roof quarters, very clean vehicle, red interior, certificate of fitness 1960, £2,150.
1955 BEDFORD SBI chassis fitted 36-seater bus body, certificate of fitness 1964, blue seating, fitted parcel rack, rear heater, £2,150.
1954 BEDFORD SB petrol, Duplex Super Vega, glass roof quarters, red interior, cream-blue exterior, certificate of fitness April, 1963, £1,950.
1952 DENNIS Falcon, Eaton 2-speed axle, 33-seater Gurney-Nutting body, certificate of fitness January, 1962, good runner, £475.
1952 DENNIS Falcon, fitted Burlingham 35-seater, full front, certificate of fitness 1962, £975.
1952 BEDFORD 37-seater, red-cream interior, red exterior, heaters, good throughout, choice of two, £1,550.
1952 BEDFORD 35-seater, heater, good tyres, above average condition, certificate of fitness 1962, £1,500.
1952 A.S.C. 9.6 Burlingham Scagall, 41-seater body, fitted heaters, Autumn tint interior, grey-green exterior, certificate of fitness 1962, £1,800.
1951 BEDFORD SB, fitted 33-seater Gurney-Nutting body, green interior, clean vehicle, certificate of fitness 1961, cheap to clear, £900.
1949 A.S.C. 9.6 Duplex 33-seater, full front, high-backed seats, cream-blue exterior, green interior, certificate of fitness 31.12.61, £495.
1947 DAIMLER Plaxton body, 35-seater, red interior, maroon exterior, certificate of fitness May, 1961, £475.
1946 A.E.C. 7.7 engine, Duplex 35-seater, high-backed seats, grey-red exterior, certificate of fitness 1962, choice of two, £475.
1945 DAIMLER A.E.C. 7.7 engine, 56-seater, good tyres, certificate of fitness 31.10.61, £295.
1949 50 BEDFORD Vistas, 29-seaters, high-backed seats, Formica slides, very clean, choice of two, from £500.
SELECTION of petrol and diesel engine coaches for carriage of office personnel, from £100.
INEXPENSIVE BEDFORD Vistas for mobile shops, site offices, usually available, from £80.
ALL vehicles over £500 are steam cleaned and works checked.
AS Plaxton-Burlingham authorized repairers for the south, we offer a good repair service, also painting and trimming. Crash jobs our speciality. We can usually arrange to hire you a coach while yours is off the road. 841-126

Used Passenger

ARLINGTON
LONDON'S
COMMERCIAL
HIGH ROAD, PO
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IMMEDIATE
BEDFORD SBI
8 ft. wide,
heaters, special
cream, red moquette
BEDFORD SBI
B glass roof quarters
radio-microphone, n
finished ivory.
BEDFORD SBI
B 41-seater, glass
amplification, two
cream, many extras

AVAILABLE FOR
BEDFORD petrol
work by
241-seater
A.E.C. Relian
41-seater coach
with 12
LYLAND Leop
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1955 Reliance
coach,
many extras fitted,
fitness 1960.
1953 Regal
Riviera
moquette, finished
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1952 39-seater
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...1966, low mileage,
...uple 41-seater, red
...ights, tubular racks,
...1965, £3,285.
...any 41-seater, red
...s 1965, £3,100.
...s, Duple 41-seater
...of two. Available
...seater Duple body,
...ram-cream
...1961, choice of two,
...seater, red interior,
...tificate of fitness
...glass roof quarters,
...erior, certificate of
...itted 36-seater bus
...64, blue seating,
...Super Vega, glass
...-blue exterior,
...50.
...ned axle, 33-seater
...tificate of fitness
...rlingham 35-seater,
...ss 1962, £475.
...cream interior, red
...doughnut, choice of
...good tyres, above
...of fitness 1962.
...ull, 41-seater body,
...terior, grey-green
...800.
...r Gurney-Nutting
...hicle, certificate of
...er, full front, high-
...rior, green interior,
...seater, red interior,
...of fitness May,
...seater, high-backed
...tificate of fitness
...ne, 56-seater, good
...31.10.61, £295.
...seater, high-backed
...rators, choice of two,
...rned coaches for
...£100.
...mobile shops, site
...cleaned and works
...repairs for the
...vice, also painting
...y. We can usually
...rs is off the road
...841-126

Used Passenger Vehicles (contd.)

ARLINGTON MOTOR CO. LTD.
LONDON'S LEADING PASSENGER AND
COMMERCIAL-VEHICLE SPECIALISTS.
HEAD OFFICE:—
HIGH ROAD, PONDERS END, ENFIELD, MIDD.
HOWARD 1266, PBX.
NEW COACHES.
IMMEDIATE DELIVERY EX STOCK.

BEDFORD SB3 (petrol) Duple 41-seater Super Vega,
8 ft wide, glass roof quarters, tubular racks, two
heaters, special moulding K. many other extras, finished
cream, red moquette.
BEDFORD SB1 (300-cu.-in. diesel), Plaxton 41-seater,
glass roof quarters, tubular racks, two heaters, H.M.V.
radio-microphone, many other extras, red-grey moquette,
finished ivory.
BEDFORD SB1 (300-cu.-in. diesel), Harrington Crusader
41-seater, glass roof quarters, Radiomobile speech
amplification, two heaters, red-grey moquette, finished
cream, many extras.

NEW COACHES.
AVAILABLE FOR DELIVERY EASTER-WHITSUN.
BEDFORD petrol or diesel chassis mounted with coach-
work by Duple, Plaxton, Harrington or Burlingham
41-seaters.
A.E.C. Reliance chassis with air brakes mounted
by Duple Britannia or Harrington Cavalier
41-seater coachwork.
LEYLAND Leopard chassis mounted with Duple central-
L entrance 41-seater Britannia coachwork.

USED COACHES.
EX STOCK
A.E.C.

1955 Reliance special 35-seater Plaxton touring
coach, glass roof quarters, tubular racks, many
extras fitted, finished cream and blue, certificate of
fitness 1960.
1953 Regal Mark IV, underfloor engine, Yeates
Riviera 41-seater, divided-type seats in red
finished red-cream, certificate of fitness 1963.
1952 Regal Mark IV, underfloor engine, Burlingham
39-seater, red moquette, finished ivory-black,
certificate of fitness 1962.
1949 Regal Mark III, 9.6 engine, preselector gear-
box, Duple 35-seater, half cab, finished brown-
ivory, certificate of fitness 1963.
1949 Regal Mark III, 9.6 engine, preselector gear-
box, new full-front Yeates Riviera 35-seater
coachwork fitted 1954. Perspex quarters, tubular
divided-type seats, no bulkhead, finished metallic blue,
certificate of fitness 1962.

LEYLAND.
1951 P52 Harrington 37-seater, half-cab, dorsal fin,
repainted maroon-grey, certificate of fitness
1960.
1950 P52 Strachan 35-seater, half-cab, finished green,
certificate of fitness 1962.
1950 Comet Burlingham 33-seater, red seats, finished
red-maroon, certificate of fitness 1961.
1949 Comet CPO-1, Harrington 33-seater, finished
red-cream, certificate of fitness 1964.

BEDFORD.
1959 Burlingham 41-seater, petrol engine, radio, and
speakers, two heaters, many extras, finished
red, certificate of fitness 1966.
1957 Plaxton 41-seater full luxury coachwork, radio,
microphones, heaters, Formica panels and many
other extras, certificate of fitness 1964.
1954 Plaxton 38-seater, glass roof quarters, tubular
racks, finished cream-brown, certificate of
fitness 1964.
1954 Duple 38-seater Super Vega, red moquette,
finished blue, certificate of fitness 1964.
1952 Gurney-Nutting 35-seater, floral moquette,
lift-up roof vents, repainted ivory-black, ex
hire fleet owner, certificate of fitness 1962.
1952 Duple 37-seater Vega, red moquette, finished
blue, certificate of fitness 1962.
1952 Duple 37-seater Vega, green moquette, finished
cream, certificate of fitness 1962.
CHOICE of several 1947-50 Duple 29-seater Vistas,
C tubular or high-back seats, all with current certificates
of fitness.

ALSO THE FOLLOWING COACHES.

1952 SEDDON, fitted with Perkins P6 oil engine,
29-seater full luxury coachwork by Pearson,
partition behind driver, autumn tint moquette, finished
blue and cream, certificate of fitness 1964.
1950 FODEN, mounted with Whitson 37-seater,
central-entrance full luxury coachwork, finished
blue and cream, certificate of fitness 1960.

ALSO stock of half-cab Leyland and A.E.C. coaches.

LONDON:
35-37 VAUXHALL BRIDGE ROAD, VICTORIA, S.W.1.
Phone, VIC 6033.

CARDIFF:
DUMBALLS ROAD, CARDIFF.
Phone, Cardiff 30641.

SUDBURY, SUFFOLK:
CORNARD ROAD, SUDBURY, SUFFOLK.
Phone, Sudbury 2301. 842-234

1948 LEYLAND P51 with 32-seater Windover coach
body, certificate of fitness to 30.9.62, £3100.
1949 BEDFORD 35-seater bus body, certificate
of fitness to 31.1.63, £350.
1950 BEDFORD 29-seater Duple Vista coach, cer-
tificate of fitness to 20.11.63, £325.
1950 BEDFORD 29-seater Duple Vista coach, cer-
tificate of fitness to 30.9.62, £485.
1949 BEDFORD 29-seater Duple Vista coach, cer-
tificate to 21.9.64, refitted with Dunlopillo
mats and recovered in leather. £225.
PRECEDENT MOTORS, LTD., Clynderwen, Carmar-
Phone, Hebron 205. 843-8269

Used Passenger Vehicles (contd.)

F.C.S., LTD. **P.V.D., LTD.**
SUPER DOUBLE-DECKERS SUPER
C.O.F. 1963. 50 C.O.F. 1963

NEW INTO STOCK FROM FEBRUARY 1.

A.E.C. Mark III 55-seater high-bridge double-
deckers, Chas. Rowe bodica, 9.6 diesel
engines in good mechanical and body condition, certi-
ficates of fitness 1962, price £475/£500.

1948 A.E.C. Mercam 56-seater high-bridge all-metal
bodies, fitted late-series low-mileage 9.6/7.7
A.E.C. diesel engines, mechanically and bodily as new,
certificates of fitness 1962, choice of 20, price £650/£550.

1946 48 High-bridge BRISTOL double-deckers, fitted
SLW Gardner engines and 7.7 diesel engines,
in perfect mechanical condition, certificates of fitness 1963,
recertified end of 1958, price £575/£600. Choice of four.

1948 49 LEYLAND PD2 56-seater high-bridge
double-deckers, Brush all-metal bodies, fitted
9.8 Leyland diesel engines, certificates of fitness 1963/62,
choice of six, price £650/£750.

LEYLAND TD5, fitted 1951-53 bodies, certificates of
fitness 1963/61, price £250/£275.

1951 A.E.C. 37-41-seaters, fully fronted Burlingham
Seagull body, self-adjusting reclining Continental
seating, underfloor engine, good tyres all round, certi-
ficate of fitness to 1963, price £1,500/£1,750.

1951 LEYLAND Royal Tigers, full-fronted 37-41-
seater Burlingham Seagull body, self-adjustable
reclining seating, underfloor engine, certificate of fitness
end of 1961, price £1,500/£1,750.

1950 49-48 A.E.C. 35-33-seater super-luxury coaches,
bodies by Harrington, Duple and Windover,
9.6 and 7.7 diesel engines, in immaculate
mechanical and body condition, certificate of fitness
1961-63, choice of 35, price £425/£650.

1951 A.E.C. Bradle fully fronted 39-seater luxury
coach, all-metal body, large Continental
luggage boots, fitted 6-cylinder A.E.C. diesel engine, crash
box, in super mechanical and body condition, certificate
of fitness 1961, choice of 10, price £950.

1951 all-metal full-luxury coaches, all-metal bodies,
full reclining staggered Continental seating, fitted Leyland
6-cylinder diesel engine, in super mechanical and body
condition, certificate of fitness 1961, choice of 10, price
£900/£950.

1948 LEYLAND P51 coaches, fitted 33-35-seater
Burlingham full-luxury bodies, in excellent
body and mechanical condition, certificates of fitness 1963,
price £400/£475.

LATE MODEL **LATE MODEL**
A.E.C. **30** **B**
SERVICE SALOONS.

1948 49 A.E.C. 35-33-seater service saloons, all metal
bodies, 9.6/7.7 A.E.C. late-series, low-mileage
diesel engines, in super mechanical and body condition,
certificate of fitness 1964-61, choice of 20, price £475/£650.

1948 49 BRISTOL 34-seater service saloons with
all-metal Eastern Coach Works bodies, fitted
late-series low-mileage Bristol 6-cylinder A.V.-type diesel
engines, 5-speed crash boxes, in immaculate mechanical and
body condition, three recertified last week only, certificate
of fitness 1963-62, choice of 10, price £550/£600.

1948 LEYLAND P51 35-33-seater all-metal body
saloon, 7.4 diesel engines, in super mechanical
and body condition, choice of six, certificate of fitness
1963-61, price £350/£550.

SPARES.

£20,000 Of brand-new and used spares of all
descriptions for Bristol, A.E.C., Leyland
8.6 and 7.4, etc.; transmission units, differentials, etc., at
lowest prices. Inspect our new walk-round spares stores.
See under Engine Section.

GENEROUS PART-EXCHANGE ALLOWANCES.
THREE MONTHS' GUARANTEE.
FREE SPARES.
SPECIAL H.P. FACILITIES.

THESE are only a few of well over 200 passenger
vehicles of most well-known makes and seating
capacities which are available for immediate inspection
and trial.

P.V.D., LTD. **F.C.S., LTD.**
F.C.S. WORKS.
LONDON ROAD,
DUNCHURCH.
NEAR RUGBY.
Phone, Dunchurch 262 and 265. 842-129
On the A45.

LANCASHIRE MOTOR TRADERS, LTD.
OLYMPIA GARAGE,
LIVERPOOL STREET, SALFORD, S.
Phone, Pendleton 5201.
EVENINGS, OLDHAM MAIN 2461.

NEW BEDFORDS, diesel, Plaxton and Duple bodywork,
delivery for Easter and Whit week.

SECOND-HAND COACHES NOW IN STOCK.
1956 LEYLAND Tiger Cubs, Burlingham and Alex-
ander coachwork, all fitted with new engines,
choice of three, all new type.
1956 57-58 BEDFORD petrol 41-seater Duple,
Plaxton and Burlingham, in very clean con-
dition of sale.

1955 BEDFORD petrol 38-seater Duple and Yeates,
red interior; choice of two.
1953 BEDFORD petrol 36-seater Harrington, autumn
tint interior, cream and red exterior, in perfect
condition. £1,650.
1953 A.E.C. 9.6, 41-seater Harrington coachwork,
red interior, grey and blue exterior, radio and
heater.

1952 BEDFORD Duple Super Vega 35-seater, cream
and red exterior, red interior.
WE also have a good selection of second-hand half-
cab and full-front diesel coaches, in current certi-
ficates of fitness. Prices from £80 to £350. 842-321

Used Passenger Vehicles (contd.)

THE S.M.T. SALES AND SERVICE CO., LTD.
177-205 FINNIESTON STREET,
GLASGOW, C.3.

**CONSULT BRITAIN'S LARGEST BEDFORD COACH
SPECIALISTS FOR YOUR NEW VEHICLE
REQUIREMENTS.**

**WE CAN OFFER FROM STOCK FOR IMMEDIATE
DELIVERY:—**

ONE NEW BEDFORD DUPLÉ 41-SEATER, PETROL.
ALSO A LIMITED NUMBER OF BEDFORD
BURLINGHAM 41-SEATERS FOR MARCH DELIVERY.

**WE ALSO HAVE A COMPREHENSIVE STOCK OF
FIRST-CLASS USED COACHES AT REASONABLE
PRICES AND EXAMPLES OF OUR STOCK
INCLUDE:—**

BEDFORD.
1958 BEDFORD Duple 41-seater full luxury coaches;
choice of two as new machines.
1957 BEDFORD Plaxton 41-seater full luxury coaches,
petrol; choice of two absolutely spotless machines at
reasonable price.

1957 BEDFORD Duple 41-seater full luxury coach, petrol,
exterior cream and red, splendid vehicle.
1957 BEDFORD Burlingham 41-seater coaches; choice of
two very attractive machines at reasonable prices.

1953 BEDFORD Duple 35-seater full luxury coach, in
red and cream, very attractive with certificate of fitness
valid until May, 1963.

1955 BEDFORD Duple 36-seater coach, petrol, certificate
of fitness 1964, finished in cream and red, extras include
radio and heaters, seats trimmed in very attractive
patterned moquette.

1954 BEDFORD Burlingham petrol-engined 36-seater full
luxury coach, in black and cream, brown floral patterned
moquette, certificate of fitness March, 1963.

1952 BEDFORD Duple and Plaxton 33-seater coaches;
choice of two.

1950 BEDFORD Duple 39-seater Vista coach, exterior in
cream with red patterned moquette, outstanding example
of this very popular model.

A.E.C.
1951 A.E.C. Burlingham 41-seater full luxury coach, body
new in 1955, exterior ivory, tip-top machine at reasonable
price.

1953 A.E.C. Whitson 41-seater full luxury coach, certi-
ficate of fitness October, 1962, exterior in black, complete
vehicle in first-class condition.

1953 A.E.C. Gurney-Nutting 41-seater full luxury coach,
certificate of fitness February, 1963, exterior cream and
blue, seating in blue patterned moquette, excellent value.

LEYLAND.
1950 LEYLAND P51 Plaxton 35-seater coach, exterior
black, seating in blue moquette, reasonable price.

1957 LEYLAND P51 Duple 33-seater coach with full-front
conversion, exterior cream with fawn patterned moquette,
very fresh coach.

HIRE-PURCHASE FACILITIES.
Phone, Douglas 2940.

PART-EXCHANGES WELCOME.
Phone, Douglas 2940. 842-95

TWO Maudslay coaches, 33-seater, A.E.C. diesel, 1947:
one Leyland coach, 33-seater, diesel, 1947, these are
at £100 per coach. Phone, Tul 3600. 842-027

KIRKBY AND SONS (SALES), LTD.
CROSS ROADS GARAGE,
ANSTON, NR. SHEFFIELD.
**ANY MAKE OF
NEW VEHICLE SUPPLIED.**

1958 BEDFORD 41-seater Duple Super Vega, in
immaculate condition throughout, choice of
several petrol or diesel, from £3,000.
1957 BEDFORD 41-seater Duple Super Vega with
many extras, £2,750.

1957 BEDFORD, 41-seater Plaxton, fitted out for
Continental work and in showroom condition.
1956 BEDFORD, 41-seater Yeates, in immaculate
condition, with many extras, £2,600.

1955 Several BEDFORD, 38-seater Duple Super Vega,
or Plaxton luxury coaches, all in showroom
condition, from £2,350.

1954 Several BEDFORD, 36-seater Duple, Plaxton
and Burlingham luxury coaches, some with
many extras, from £1,900.

1951 3 BEDFORDS, A.E.C., Leyland and Commer,
33- to 41-seaters all with good certificates of
fitness and works tested ready to go straight to work,
from £1,200.

CHOICE of a number of half-cabs, 33-35-seater coaches
suitable for contract work, some with certificates of
fitness, from £150.
ALL machines works checked and chassis steam
A cleaned before delivery.

TERMS AND EXCHANGES.
PHONE, DINNINGTON 541 (FOUR LINES) BY DAY.
NIGHT PHONES, KIVETON 220, MANSFIELD 5395.
DINNINGTON 577.

SCOTTISH AREA: G. Templeton, Millwood 351
(Lanarkshire).

SOUTHERN AREA: J. R. Striplin, Tavistock 2739
(Devon). 842-222
B53

Used Passenger Vehicles (contd.)

DON EVERALL, LTD.

34 CLEVELAND ROAD,
WOLVERHAMPTON.

PASSENGER TRANSPORT SPECIALISTS.

NEW BEDFORD, COMMOR OR FORD CHASSIS
AVAILABLE, BODIED BY BURLINGHAM OR
DUPLÉ TO YOUR INSTRUCTIONS.

- 1959** BEDFORD diesel 41-seater Burlingham coaches, as new, £3,350.
1958 COMMOR T33 41-seater Duple S.V. coaches, air brakes, £3,250.
1958 BEDFORD petrol 41-seater Duple coach, immaculate condition, £3,100.
1956 BEDFORD petrol 41-seater Yeates Riviera coach, certificate of fitness 1961, £2,600.
1955 DAIMLER Freeline 41-seater Duple Elizabethan coach, new engine fitted, £2,600.
1954 SENTINEL 6-cylinder diesel 44-seater service bus, driver-operated door, certificate of fitness 1964, £1,650.
1954 A.E.C. Reliance 41-seater Burlingham Scagull coaches, new engines recently fitted, ex our own fleet, choice of two, certified 1962, £2,600.
1954 GUY Arab lightweight, 6HLW underfloor engine, 41-seater Burlingham Scagull coaches, nine, ex our own fleet, £2,400.
1952 A.E.C. Mk. IV 41-seater Harrington dorsal fin body, certificate of fitness 1963, £2,250.
1952 DAIMLER Freeline 43-seater Metalcraft coach, choice of two, certified 1962, £1,700.
1951 FODEN 6LW rear-engine 41-seater Bellhouse-Hartwell coach, certified 1961, £1,350.
1951 A.E.C. Mk. IV 39-seater Burlingham coach, certificate of fitness 1961, £1,600.
1951 LEYLAND PDI 37-seater Burlingham coach, certified 1961, £1,000.
1950 COMMOR Avenger, petrol, 33-seater Plaxton coach, cooler seat, heaters, etc., reconditioned 1963, £675.
1950 LEYLAND PDI 33-seater Harrington dorsal fin body, certificate of fitness June 1960, £650.
1950 FODEN 2-stroke 39-seater Bellhouse-Hartwell coach, new Mk. II engine fitted, certificate of fitness 1962, £850.
1950 DENNIS 6-cylinder diesel 35-seater, Whitson coach, certified 1960, £500.
1949 MASHLEY 7-cylinder 33-seater Duple coach, certified 1962, £500.

50

DIESEL 33-SEATER HALF-CAB AND 29-SEATER
PETROL COACHES AT £150-£400, OR AVAILABLE
FOR

HIRE

FOR SHORT OR LONG PERIODS.

PHONE, WOLVERHAMPTON 2312.
NIGHTS AND WEEK-ENDS, 2347 AND 2293.

DON EVERALL, LTD.

842-103

THE MILLBURN ORGANIZATION.

PASSENGER AND COMMERCIAL VEHICLE SALES
SPECIALISTS.
OFFER FOR

IMMEDIATE AND EARLY DELIVERY:—

NEW LEYLAND Tiger Cub, 41-seater Duple super
luxury coachwork.
NEW Thames Trader 6D, 41-seater Duple Harrington
and Plaxton luxury saloon.

PLACE your order with us now for spring delivery.

GOOD allowance on part-exchanges. Write, phone or
call for quotations at

PRESTON, LONGTON, LANCs, 3255-6.
GLASGOW BELL 0073.
CARLISLE 25422.

USED BUSES AND COACHES.

- 1957** ALBION Aberdeenian, Plaxton 41 super luxury
coachwork, certificate of fitness 1964.
1956 BEDFORD Plaxton 41-seater luxury coach,
certificate of fitness May, 1961.
1956 BEDFORD Burlingham 35-seater, certificate of
fitness May, 1961.
1954 LEYLAND Tiger Cub, Alexander 41-seater de
luxe saloon, certificate of fitness.
1953 BEDFORD Duple 37-seater, de luxe coach-
work, certificate of fitness December, 1961.

ABOVE COACHES ARE ALL 8-FT. WIDE.

- 1959** BEDFORD 15-cwt. chassis, fitted Martin
Walter 11-seater P.S.V. body, certificate of
fitness 1965.
1952 BEDFORD Duple 35-seater saloon, certificate
of fitness 1961.
1959 BEDFORD Duple Super Vega 41-seater, Bed-
ford diesel unit, mileage only 5,000, as new.
1952 BEDFORD Plaxton 35-seater.
1950 LEYLAND PDI 33-seater, full front, no
bulkhack, has 600 engine, certificate
of fitness 1964.
1950 LEYLAND PDI Burlingham 33-seater, 7.4
engine, certificate of fitness 1964.
1949 FODEN, 6LW, Trans United 33-seater coach-
work, certificate of fitness 1961.
1948 Number of 1947-48-49 LEYLAND PDI 33- and 35-
seater buses and coaches, certificates of fitness 1964.
1948 LEYLAND PDI Burlingham full-front double-
deck buses, enclosed stairway, very fine
condition.

1947-48 LEYLAND PDI with Leyland, Eastern
counties and M.C.W. all-metal bodies, a big
selection.

ALL SPARES.

DAIMLER, DENNIS, GUY, LEYLAND TDI, 5 AND 6
MODELS

842-51

Used Passenger Vehicles (contd.)

BARNARD AND BARNARD, L. TD.,
PASSENGER FORD COACH DEALERS.

NEW Thames Yeoman 41-seater Duple, immediate
delivery.

NEW Thames Consort IV 41-seater Plaxtons; immediate
delivery after receiving finishing details.

1959 BEDFORD Scagull, 41-seater full luxury body,
fitted with heater, lift-up roof, lights, many
extras, small mileage, as new, certified 1960.

1959 A.E.C. Reliance, 5-speed box, 43-seater full
luxury Duple body, fitted heaters, speech ampli-
fication, small mileage, as new, certified 1960.

1958 A.E.C. Reliance, 5-speed box, 43-seater full
luxury Duple body, fitted heaters, speech ampli-
fication, small mileage, as new, certified 1960.

1957 BEDFORD Super Vega 41-seater, fitted with
radio and heater, in excellent condition
throughout, certified 1964.

1956 BEDFORD Super Vega 41-seater, fitted with
heaters, Perspex roof quarters, tubular racks,
Formica side panels and many other extras, in excellent
condition throughout, certified 1961.

1955 BEDFORD Vega 36-seater, Perspex quarters,
radio, lights, tubular racks, cream and red, radio
and heater, certified.

1954 A.E.C. Reliance, 41-seater full luxury Duple
body, fitted heaters, speech amplification, in
excellent condition throughout, certified 1964; choice of
two.

1954 BEDFORD Vega 38-seater, full-luxury Duple
body, fitted with heaters, certified 1964; choice of
two.

1953 BEDFORD Plaxton 37-seater, full-luxury body,
fitted with heater and radio, Perspex quarters,
tubular racks, in good, clean condition throughout,
certified 1963.

1953 BEDFORD Scagull 36-seater, full-luxury
Burlingham body, fitted with heater, roof
lights, certified 1963.

1952 BEDFORD Vega 33-seater, full-luxury Duple
body, fitted with heater, good tyres, in good
clean condition throughout, certified 1962.

1952 LEYLAND Royal Tiger, fitted air brakes, 50-
seater, full-luxury, half-decker body, in good clean
condition throughout, certified 1962.

1951 LEYLAND Royal Tiger, fitted air brakes, 39-
seater, full-luxury, half-decker, Whitson body,
radio and heater, certified 1960.

1950 ALBION full-front 33-seater full-luxury Duple
body, heater, in good, clean condition through-
out, certified 1964.

1950 LEYLAND PDI full-front 33-seater full-luxury
Burlingham body, fitted with heater, certified
1960; choice of two.

SEVERAL coaches suitable for workmen and mobile
shops at very reasonable prices.

PART-EXCHANGES. HIRE-PURCHASE.

YOUR FORD DEALER.

PHONE, SYDENHAM 2224-5-6.

310-326 SYDENHAM ROAD,

LONDON, S.E.26.

AFTER HOURS, BIGGIN HILL 330.

842-352

CHARLES COPPOCK, L. TD.,

SERVICE BUSES,

THE GARAGE.

ELM GROVE, CROSS STREET, SALE, CHESHIRE.

FOR EARLY RELEASE, SUPER FULL-FRONTED
53-SEAT LOW-BRIDGE DOUBLE-DECK COACHES,
8 FT. WIDE, ENCLOSED REAR PLATFORMS.
IDEAL FOR EXPRESS AND LONG-DISTANCE
TRAVEL, 1948-49 LEYLAND PDI, 7.4-LITRE ENGINE.
BURLINGHAM COACHWORK.

COMFORTABLE seating in red figured moquette,
capacious luggage rack on lower deck, good enclosed
loading platform, wide stairways, good heating system,
Perspex roof lights, exterior colours red, current
certificates of fitness.

SEVERAL of these vehicles will be available in the
near future, a representative vehicle can be inspected
at our premises.

1949 FODEN, 6LW Gardner, full-fronted Plaxton
coach body, 33 luxury seats, in blue figured
moquette, exterior colour cream with red wings, this
coach is in very nice condition throughout, will require
very little cost, bargain, price £400.

1947 A.E.C. 7.7 full-fronted Harrington all-metal
luxury coach, certificate of fitness April, 1961,
price £425.

20 LEYLAND TDS, 8.6-litre oil engines, low-bridge
double-deck, 53 seats, of smart appearance, 1949
bodies by Eastern Coachworks, seating red moquette,
heaters fitted on both decks, all certified, in good, sound
condition, having been well maintained by a large com-
pany, these vehicles are now due for release during the
next few weeks, a representative vehicle now available
for your inspection, price £195 each.

1948 ALBION, 6-cylinder oil engines, low-bridge, 57
seats in leather, all-metal bodies by W.M.I.,
clean condition, colour red and cream, certified late 1960,
choice of three, price £275 each.

18 LEYLAND PDI, powered 7.4-litre oil engine
35-seater buses, coachwork by Eastern Coachworks,
seating in moquette, rear entrance, certificates of fitness
expired, these vehicles will be available within the next
few days.

SPARES. See our advertisements in Spare Parts and
Supplies.

PHONE, SALE 5633.

GRAMS, "BUSUNITS."

842-56

W. HAROLD PERRY, L. TD.,

STATION BRIDGE,

WEALDSTONE, MIDDLESEX.

1952 A.E.C. Burlingham Scagull 39-seater coach,
certificate of fitness 1963, £2,500.

HARROW 1031.

OPEN UNTIL 7 P.M. MONDAYS TO FRIDAYS

AND TO

5.30 P.M. SATURDAYS.

842-316

Used Passenger Vehicles (contd.)

STANLEY HUGHES AND CO. L. TD.,
LODGE GARAGE, WHITEHALL ROAD,
GOMERSAL, NEAR LEEDS.

Phone, Dudley Hill 1144 (six lines).

BRITAIN'S LARGEST SELECTION OF FIRST-CLASS
LUXURY COACHES OFFERED AT REDUCED

PRICES.

IMMEDIATE DELIVERY OF:—

NEW FORD Thames Trader Duple 41-seater.

NEW FORD Thames Trader Harrington Crusade
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NEW A.E.C. Reliance with Duple and Plaxton bodies
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1959 BEDFORD diesel, 41-seater Burlinghams, choice
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1959 FORD Trader diesel with 41-seater Plaxton
body, Eaton 2-speed axle, many extras, only
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ONE CROSSLEY DOUBLE DECK BUS,
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1957 BEDFORD

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1951 FODEN

1951 exterior

1950 FODEN

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IX lines).
OF FIRST-CLASS
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arrington Crusade
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and Plaxton bodies
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Burlingtons, choice
bruary.
41-seater Plaxton
many extras, only
seater Duple body,
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choice of 15, from
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in super condition,
39-seater Continen-
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service buses, all
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£325 each.
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NEW BEDFORD diesel Duple 41-seater Super Vegas.
only a limited number available.
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exterior cream, red, certificate of fitness March,
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1956 BEDFORD petrol 36-seater Continental luxury
Duple, exterior ivory, red, certificate of fitness
May 1961.
1955 BEDFORD 38-seater Super Vega, fawn floral
moquette, cream, red exterior, Perspex roof
vents, certificate of fitness 1960.
1954 BEDFORD 36-seater Super Vega, red moquette,
cream exterior, glass roof quarters, clock,
two Perspex lift-up roof vents.
1954 BEDFORD diesel 36-seater Harrington Duple,
choice of six.
1953 BEDFORD 37-seater Yeates body, Perspex lift-
up vents, exterior cream-green, certificate of
fitness May 1963, rust moquette.
1952 BEDFORD 35-seater Duple body, sliding roof,
green moquette, exterior cream-green, certificate
of fitness April 1963.
1951 June, BEDFORD petrol 33-seater Super Vega,
exterior cream, red, certificate of fitness June,
1961.
1951 BEDFORD 35-seater Gurney Nutting body,
certificate of fitness 1961; choice of three.
1951 FODEN 37-seater Metalcraft exterior grey-green,
certificate of fitness February, 1961.
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1951 FODEN (61W), 33-seater Metalcraft body,
certificate of fitness 1960, choice of two.
1950 ALBION (diesel), 31-seater Allweather body,
fawn moquette, light blue, cream exterior, certi-
ficate of fitness to March, 1960.
1948 DENNIS 35-seater Duple body, exterior maroon-
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SEVERAL 29-seater and half-cab coaches at low prices
S in make room for new stock. These are particularly
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1959 BEDFORD petrol 41-seater Duple, extras
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1957 COMMER TS3 41-seater Plaxton (one owner).
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(choice of two).
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(choice of three).
1955 COMMER TS3 38-seater.
1954 BEDFORD petrol 38-seater Plaxton.
1954 LEYLAND Cub 2-speed axle, 41-seater, air
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1952 BEDFORD petrol 37-seater Duple.
1952 LEYLAND Royal Tiger 41-seater Plaxton (one
owner).
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1950 BEDFORD Vista 29- and 27-seaters, all in first-
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NEW coaches available on Bedford, Commer, Ford,
Albion and Leyland chassis with bodies by Burling-
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WE are now taking orders for the coming season.
Bedford, Commer, Ford, Leyland, A.E.C., etc., and
can offer good hire-purchase terms on new and second-
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"HAPPY DAYS" COACHES.

COMMER TS3 diesel, 1955 (Super Vega), colour red
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brought up to 1959 standard, in super condition, 2-speed
axle and many other extras, including heater, moquette
autumn tint, in beautiful condition.
PS1 1.4 diesel one-man-operator coach, 1948, Leyland
PS1, fully fronted Duple body, licensed by M.O.T.
for one-man operation, driver-operated door, red and
cream exterior, 33 seats, moquette coach seats.
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PS1 year 1948, colour, etc., as above, certificate of
fitness to 30.6.62.
PS1 Half-cab, 33-seater coachwork by Strachan, year
1951, 1950, coach seats, certificate of fitness to May,
1960; we will recertify if required.
PS1 Half-cab year 1947, 1948, 1949, Burlingtonham
PS1 bodies, 33-seater coaches all carrying certificates
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ALL the above vehicles can be seen by appointment
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1953 Plaxton Venturer 37-38-seater, fitted lift-up
roof vents, heaters, etc., one private owner,
excellent condition, certified 1963, £1,600.
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coachwork, excellent condition, certified 1963,
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1949 BEDFORD Duple Vista, 29 high-back seats,
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NEW FORD Thames Trader, Burlingham body, imme-
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heater, excellent condition.
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Comet engine, choice of two.
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heaters, certificate of fitness 1965.
1954 LEYLAND Cub 39-seater Burlingham body,
Eaton 2-speed axle, tubular heating, etc., fitted
with replacement engine at Leyland works, first-class
condition.
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radio.
1950 COMMER Avenger 33-seater Plaxton.
WE specialize in part-exchange with the easiest of hire-
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Phone, Stratford-on-Avon 4242 (15 lines).

And on Saturday afternoons 4005.

1958 BEDFORD (petrol) Duple 41-seater luxury
coach, heater and air conditioning, wheel disc,
finished in green (choice of two low-mileage models).
1955 BEDFORD petrol 36-seater Duple luxury
coach, heater, speech amplification, 2-speed axle,
finished in red and cream.
1953 BEDFORD (petrol) Burlingham 35-seater luxury
coach, heater, radio, speech amplification,
repainted cream.
1952 FODEN 61W Plaxton 41-seater luxury coach,
heaters, finished in maroon and cream, certifi-
cate of fitness 1960.
1949 FODEN Whitton 33-seater luxury coach, diesel
engine, heater, finished in grey and blue, certificate of
fitness 1960.
1949 COMMER Plaxton 30-seater luxury coach,
servo brakes, heater, certificate of fitness 1964.
29-SEATER BEDFORD Duple Vista, choice of several
with current certificates of fitness.
SEVERAL diesel half-cabs, suitable for school/works
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NEW 1960 model BEDFORD (petrol) 41-seater Plaxton
Comsat full-luxury coach.
NEW BEDFORD SBI diesel 41-seater Harrington
Coach 1960 model, full luxury, heater, radio.
NEW 1960 model BEDFORD SBI diesel 41-seater Duple
Super Vega, heater, radio.
NEW BEDFORD SBI 41-seater latest model Burlingtonham
Seagull 60, ex stock.
NEW demonstrator ATKINSON L644 (Gardner 41W)
37-seater Plaxton Highway omnibus, 15% below list.
1957 COMMER TS3 (Rootes diesel) 41-seater
Plaxton Comsat, heater, radio; choice of three.
1957-56 COMMER TS3 (Rootes diesel) 41-seater
Duple Super Vega, heater, radio, choice three.
1956 BEDFORD 41-seater Plaxton, Triples
quarter lights, heater, radio; choice two.
1955 BEDFORD (reconditioned Perkins R6 diesel)
36-seater Duple, cream-green, heater, radio.
1955 COMMER TS3 2-axle diesel 30-seater
Plaxton Venturer; choice of four, certified 1965.
1954 BEDFORD SB petrol 36-seater Burlingtonham
Seagull, heater, radio, certified 1964.
1953-51 BEDFORD SB petrol 37-35-33-seater Plaxton
coaches; choice of three, heaters fitted.
1953-51 BEDFORD Vega petrol 35-33-seater Duple
coaches; choice two, heaters fitted.
1953 FODEN (F60 rear engine) 39-seater Whitson,
cream-green, excellent condition, heater.
1952 COMMER Avenger, petrol, 33-seater Plaxton
Envoy, blue-cream, heater, radio.

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WORCESTER STREET,

GLOUCESTER.

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1959 BEDFORD, petrol, 41-seater Duple, radio,
heater, 18,000 miles, new condition.
1958 BEDFORD, petrol, 41-seater Duple, radio,
heater, 18,000 miles, new condition.
1957 LEYLAND Tiger Cub, Burlingham front
entrance, 41-seater body very clean.
1956 BEDFORD Plaxton 41-seater, autumn tint
upholstery, heaters.
1954 BEDFORD Duple 38-seater, radio, heaters,
wheel disc, certificate of fitness 1963.
1952 A.E.C. MK IV Burlingham Seagull, radio,
heater, blue-grey, perfect, certificate of fitness
several.
1949 DAIMLER CVD6, Burlingham body, choice of
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THE COACH SPECIALIST.

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COACHES IN STOCK.

THE finest selection of clean, quality and works-tested
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PERSONAL, friendly attention and Yeates after-sales
services, backed by the finest coachworks and
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W. S. YEATES, LTD.

DERBY ROAD,

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1956 April, BEDFORD Super Vega (37), 7 ft. 6 in.
wide, immaculate, only used on high-class
tours, with green interiors, green and grey exteriors,
heaters, speech amplification, certified, from £2,450. Can
be made 41-seaters. Choice of two.
1954 March, BEDFORD Thurgood (37), 7 ft. 6 in.
wide, grey and green, roof vents, excellent
condition, £1,650.
1951 July, BEDFORD Vega (35), exterior light
blue, green seating, in good condition, certi-
fied, £1,175.
1951 BEDFORD (33) coach, fitted courier seat, red
seating, exterior red and cream, certified, £925.
1949 March, BEDFORD Vista (29), repainted red
and cream, high-back seats. Formica sides, wide
rear bumper, good tyres and engine, certified, £675.
1949 July, BEDFORD Vista (29), body overhauled,
refinished light grey and green, and re-uphol-
stered new moquette, mouldings, repolished, £650.
1949-8-7-6 BEDFORD Vistas (29), various colours,
choice of six, clean condition, certified, from
£250.

A.E.C.

Double-deckers (55) and single-deckers (35),
green and cream, certified, from £1,550.

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1959 MORRIS 11-seater P.S.V. Minibus, Wadham
luxury conversion, face-forward seats, 3,000
miles, £775.
1953 LEYLAND Royal Tiger 41-seater, Leyland all-
metal luxury coach body, air brakes, £2,250.
1957 BEDFORD 41-seater Duple Super Vega, £2,750.
1954 BEDFORD 38-seater Duple Super Vega, 8 ft.
6 in., £1,950.
1950 BEDFORD 29-seater Duple Vista, high-back
seats, certificate of fitness three years, £255.
1950 COMMER 33-seater Strachan full-front body,
7 ft. 6 in., high-back seats, £695.
CONWAY HUNT, LTD., Brox Rd., Otterishaw, Phone,
Otterishaw 451 day and nights.
1950 (29-12-49) LEYLAND PS1 33-seater full-front
luxury coach, Whitson body, certificate of fit-
ness to 21.12.64, floral moquette, heaters cab and saloon,
£550.

1953 A.E.C. Regal 35-seater luxury coach, Whitson
body, full front, floral moquette, certificate of
fitness 31.10.1962, heaters cab and saloon, £1,200.
1951 LEYLAND PS2 37-seater half-cab, Harrington
body, floral moquette, certificate of fitness
30.9.60, £1,000.

WOULD exchange any two, with cash adjustment, for
41-seater Royal Tiger, fitted with air brakes.
A. BOTT'S COACHES, LTD., 69 Washbrook Rd., Rush-
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RENTON'S LUXURY COACHES offer the following
excellent vehicles due to shortening of garaging—
1954 BEDFORD petrol 36-seater, Yeates Riviera
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1951 LEYLAND PS2 39-seater, full-front large type
courier seat, etc., complete new interior, seats, etc., fitted
1959 as per later 1959 coaches, appearance like latest-
type coaches, cert. of fit to 10 December, 1960, £1,600.
THE above coaches are excellent vehicles throughout,
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TWO 1954 Royal Tiger coaches, one 1951 Leyland PS
coach, any trial £4,000 to clear. Terms to suit.
M.S.B., 8 Bostock Rd., Macclesfield. Phone 5082.

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LONDON COMMERCIAL DEALERS.

A.E.C. Reliance, mounted Duple, Plaxton, Harring-
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instruction.
1958 COMMER TS3, air brakes, overdrive, 41-seater
Duple body, immaculate.
1957 BEDFORD petrol, 41-seater Duple body, very
clean.
1953 BEDFORD 37-seater Duple, certificate of
fitness 1963, very clean.
1951 LEYLAND Royal Tiger, 41-seater Strachan
body, certificate of fitness 1961, air brakes, well
tyred, good condition mechanically and coachwork.
1950 BEDFORD Vistas, 29-seater, certificate of
fitness 1960, choice of three, £525.

PART-EXCHANGES and hire-purchase to suit your
requirements.

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EALING, W.S.

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After hours, Iver 561 or Beaconsfield 1081.

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LEYLAND PD18, 1948, 56-seaters, several available, certificates of fitness, from £250.
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BRISTOLS, 1948, 35-seaters, E.C.W. bodies, choice of Gardner or Bristol A.V.W. engines, immaculate condition, certificates of fitness, £275 each.
AUSTIN, 1959, Omnicoach 13-seater, heater, £525.
SINGLE and double-deckers of all makes suitable for works contract, from part-exchange. Terms if any trial vehicles taken in part-exchange. Terms if required.

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41-SEATER THAMES DUPE COACHES
AVAILABLE FOR EARLY DELIVERY.
DEMONSTRATION COACH SEEN BY
APPOINTMENT.

1955 36-seater BEDFORD Burlingham.
1953 37-seater DENNIS Plaxton.
1951 35-seater DENNIS Duplex.
1950 33-seater A.E.C. Burlingham.
SEVERAL 29-seater BEDFORD Vistas, 1948 onwards, and 31-36-seater diesels, suitable for service work.
PART-EXCHANGES and H.P. terms. 842-96

1949 Fully fronted AUSTIN 26-seater, certificate of fitness 1961, immaculate condition, £250.
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AGRICULTURAL VEHICLES

AUSTIN 6 x 6, ideal time spreader, etc. See under Austin Vehicles. 842-8239
1955 10-12-ton bulk grain transporter-container incorporating conveyor (Readybuilt Ltd.), 5 Star discharger and 5-in. elevator conveyor both driven by petrol motor, container capacity 600 cu. ft. and 22 ft. long, suitable for mounting on 23-ft. 10-12-ton platform semi-trailer or platform lorry, £750.
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1954 AUSTIN 25-cwt. ambulance, exceptional condition, genuine 5,000 miles, heater and many extras, £275. 842-525

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CARRIMORE close-coupled articulated 6-wheelers, handsome appearance and ideal weight distribution.
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1951 BEDFORD Mulliner bus, 7-ft. 6-in., 34 semi-luxury seats, 100% condition, certificate of fitness 1961.
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A.E.C., 1950, 35-seater, certificate of fitness 1962, full-front super luxury, £595; Dennis, 1950, full-front, certificate of fitness, 35-seater, £550; 1948 Bedford 29-seater, certificate of fitness, £250; Bristol D-D, 55-seater, certificate of fitness 1963, £350. Super Garage, 384 Kenton Rd., Kenton, Middx. Phone, Wadsworth 3159. 842-6206

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WANTED, haulage, 10,000-20,000, nr. well-known, nr. Chamberlain and Willows. zzz-8013

WANTED, haulage, 10,000-20,000, nr. well-known, nr. Chamberlain and Willows. zzz-8013

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WANTED, haulage, 10,000-20,000, nr. well-known, nr. Chamberlain and Willows. zzz-8013

£6 5s. each. Shital
grips, as new, £85
one 50s. 842-823

Wanted
and street, spot cash.
twell Rd., London.
Barimar. 842-873
Plan tread covers for
Box CM427, care of
842-146

repairs under Barimar
and broken cylinder
valve seats, smashed
all other motor and
Barimar. Speedy
House, 23-24 Penn-
6. Renown 2147-4
Atrium, Waltham.
ing at full blast.
842-645
KHAM, LTD., the
defective crankcase
KS, Sumner Rd.
842-940

Works, Springfield
Chesham 8967 (three
to repair, rebuild or
els of all types with
863-8145
nley (phone 226).
842-990

icles and spares.
Phone, Bolton 9671.
es and sizes. English
842-648
d and most others.
2,000 in stock.
ld Paddocks, Pope's
842-728

NSIONS
Skipmot Industrial
wheelbase extension.
854-8272
popular makes of
Austin, Bedford,
etc. Baico Patens,
don, W.4. Chiswick
842-930

NS
ops, sliding windows.
Quick frame repair
frame Co., 1, 2, 3, 4
Shorditch 3272-5
842-623
Denny, Ltd., 11
842-1436, 842-111

s (contd.)

TSMOUTH.
ORY AND

0 ft., including
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scope for extension.
nive housing estates
and female labour.
n lease at economic
00 p.a. Suit light
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from
ONS.
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1.
842-041

—WITH VACANT
R. 1960.
H. CAMBS.

king Station, Light
rs. Coach Services,
n, etc.,

H
U
TRUCTION.
KIOSK having four
pnd storage tanks

PS, STORES AND
ck and corrugated
red floor area of
HEREABOUTS.

electricity.
n.
AND SON,

AUCTIONEERS.
CAMBS.
843-8260

Miscellaneous Advertisements (contd.)

SMALL established coach and car hire, two coaches,
good contracts, house, Sussex. Box CM4224, care of
"The Commercial Motor." 842-249

SITUATED in large South West industrial town, old-
established coach business, 17 modern coaches with
comprehensive licences, for excursions and tours, express
period bookings extended tours, and express workers
contract, also schools, and private hire, with modern
vehicles (Would consider splitting.) Apply Box
CM4225, care of "The Commercial Motor." 842-367

LIMITED company, Bradford, with six diesel and petrol
lorries approximately 16 tons unladen weight, with
good normal user conditions, price £4,950.
W our books, large and small, in all parts of the
country, let us have your inquiries; hire-purchase terms
available in approved cases.

WILDE AND BENNETT, L.TD.

HADFIELD, MANCHESTER.

Phone, Glossop 2902-3.

AFTER HOURS 2356.

842-256

HAULAGE business, North Western area, for sale,
general A licences, owing to retirement, particulars
Box CM4230, care of "The Commercial Motor." 842-527

COACH business for sale in Manchester, five coaches,
good excursion licence, freehold property, etc., £5,500.
Box CM4229, care of "The Commercial Motor." 842-528

FILLING station and garage on main London to
Clacton road, 6½ miles from Colchester, four pre-set
jet-injecting pumps, 1-22-sq.-ft. covered floor area
living accommodation could be arranged. Price and full
particulars from Fenn, Wright and Co., 146 High St.,
Colchester. Phone 3171. 842-239

Businesses, Premises, Offices, etc., Wanted

WANTED, modern mainly ground floor factory of
10,000-20,000 sq. ft. in South, S.W. or S.E. London by
well-known national concern, to purchase or rent.
Camdenian and Wiltons, 23 Moorgate, E.C.2. (Met
801). 842-032

WANTED, haulage businesses with special A licences,
ordinary A licences and B licences in any part of
the country, or alternatively we are prepared to sell your
business for a commission as we have numerous clients on
our books.

WILDE AND BENNETT, L.TD.

HADFIELD, MANCHESTER.

Phone, Glossop 2902-3.

AFTER HOURS 2356.

842-258

SMALL haulage business with 2 or 3 A licences, Essex
or Metropolitan area, willing to take over a business
showing a loss. Draper's Transport, Flint St., West
Throck, Essex. Purfleet 5415. 842-x2939

TRANSPORT business, large or small, urgently required,
any area, A or B licences, with or without promises.
Box CM3512, care of "The Commercial Motor." 842-453

TRANSPORT business required to purchase in Man-
chester area, A licences 30 tons or over, preferably with
regular traffic to London, own staff could remain. Please
write, giving full details, all information will be treated
in strict confidence. Box CM4234, care of "The Com-
mercial Motor." 842-436

TRANSPORT business required to purchase in Liverpool
area, A licences 30 tons or over, preferably with
regular traffic to London, own staff could remain. Please
write, giving full details, all information will be treated
in strict confidence. Box CM4233, care of "The Com-
mercial Motor." 842-435

HAULAGE business, London area, urgently required,
minimum 20 tons. Box CM2721, care of "The Com-
mercial Motor." 842-437

TRANSPORT business required to purchase in Glasgow
area, A licences 30 tons or over, preferably with
regular traffic to London, own staff could remain. Please
write, giving full details, all information will be treated
in strict confidence. Box CM4232, care of "The Com-
mercial Motor." 842-434

CONTRACT FOR HIRE AND WANTED

SUB-CONTRACTOR required, London-based, A licence,
for clean, regular long-distance work. Good rates,
prompt settlement. Box CM403, care of "The Com-
mercial Motor." 842-925

CONTRACT work wanted. Scammell 8-wheeler, based
Preston, any distance. Box CM4212, care of "The
Commercial Motor." 842-144

A-CONTRACT wanted for new 7-yd. Thames Trader
lippers, any area. Box CM4220, care of "The Com-
mercial Motor." 842-2343

CONVERSIONS

CONVERT YOUR VEHICLES TO FORD 4D AND 6D POWER.

**ALL MAKES OF VEHICLES UP TO 7 TONS CAN
NOW BE FITTED WITH THE COST-CUTTING FORD
4D AND 6D ENGINES, MEANING:—**

LOWER INITIAL COST.

MORE M.P.G.

CHEAPER MAINTENANCE.

And the cost of conversion is very reasonable.

Let us quote you for your vehicles.

QUICKS FOR FORDS.

INDUSTRIAL UNIT SALES DEPT.,

WILMSLOW ROAD, CHEADLE, CHES.

Phone, Mercury 2345-6.

842-929

Miscellaneous Advertisements (contd.)

HENDY FOR FORD.

BRITAIN'S FIRST FORD DEALER.

**DIESEL 4D AND 6D ENGINES WITH REAR-END
CONVERSIONS AT LOW COST.**

LET US QUOTE YOU.

PERCY HENDY, L.TD.,

SOUTHAMPTON 28331 (EIGHT LINES).

842-882

NEW PERKINS ENGINES

FOR

PETROL TO DIESEL

CONVERSION.

**AUSTIN, BEDFORD, COMMER, FORD,
DODGE, VULCAN, ETC.**

Outright Sales or Installation at Short Notice.
PERKINS SIGNHOLDERS.

COMPREHENSIVE SPARES STOCKISTS.

**Replacement Perpetuity Engines always available from
stock.**

CROMARD LINERS AND PISTON SETS IN STOCK.

PRALLS (HEREFORD), L.TD.,

HOLMER ROAD,

HEREFORD.

Phone 421 (six lines).

842-825

HIRE-PURCHASE

H.P. Facilities available to established dealers. Prompt
service, daily settlements, London and Home
Counties only.

FINEXTRA, LTD., 1146 London Rd., S.W.16. Pol
7775. 842-0944

INSURANCE

PAUL CHILDS, L.TD.,

58 BIRCH GROVE,

LONDON, W.3.

Acorn 2398.

BEST market rates—no-claim bonus to 40%. Monthly
or quarterly payments accepted. 842-707

MISCELLANEOUS

OFFERS invited for 150 carbon dioxide cylinders, com-
plete with fittings (ex-fish tenders).
A. RICH, 514 Coldham Lane, Cherryhinton,
L. Cambridge. Phone, Cambridge 87597. 843-8222

FOR sale: six second-hand Strithair registers. Apply,
Muirhall Garage, Salisbury, by Motherwell. Phone,
Salisbury 207. 842-8246

TOW hook, rear, new, all size vehicles 5 to 20 tons.
average, £1 10s. each.
E. TREM AND CO. LTD., Bawry Rd., Finsingley,
near Doncaster. Phone, Finsingley 203-4. 842-205

SITUATIONS VACANT

A.M.I.N.I., City and Guilds, A.M.I.Mech.E., etc., on
"No pass, no fee" terms. Over 95% successes. For
details of exams and courses in all branches of auto-
motive, mechanical, engineering, etc., write for 148-
page handbook free. B.I.E.T. (Dept. 725), 29 Wright's
Lane, London, W.8. 842-812

ASSISTANT MANAGER,

COMMERCIAL VEHICLE SALES,

FORD DISTRIBUTORS.

Executive position in expanding dealership for experienced
salesman with organizing ability.
Full particulars in writing to
BROOK SHAW, L.TD.,

FORD CORNER, NORFOLK STREET,

SHEFFIELD, 1.

842-010

COMMERCIAL Vehicle Salesman required. This offers
an excellent opportunity to a man of experience for
further advancement with busy B.M.C. distributors who
are expanding. An excellent salary will be paid plus
commission and a car will also be provided. Write,
giving full details of experience, etc., in strict confidence,
to The Manager, Sam Robbins, Ltd., Austin Distributors,
28-32 Cox St., Coventry. 842-8220

**THE STALYBRIDGE, HYDE, MOSSLEY AND
DUKINFIELD TRANSPORT BOARD.**

APPOINTMENT OF

ENGINEERING SUPERINTENDENT.

Applications are invited from practical engineers who have
experience in the repair and maintenance of Public Ser-
vice vehicles, other rolling stock, buildings, machinery
and plant. Some maintenance experience with overhead
equipment would be an advantage.

Salary—within Grade A.P.T.III. £880-£1,065 according
to experience. N.J.C. conditions, car allowance £100
per annum. Superannuable post subject to medical
examination.

Applications, stating age, education, technical and other
qualifications, brief details of experience, indicating past
and present appointments and salaries, together with the
names of two referees, should be received by the General
Manager of the Board at 1, St. James Street, Stalybridge,
Cheshire, not later than February 24, 1960. 843-8267

(Supplement)

Miscellaneous Advertisements (contd.)

HEMSWORTH RURAL DISTRICT COUNCIL.

APPOINTMENT OF

MOTOR ENGINEER.

Applications are invited for the above appointment. Pre-
ference will be given to candidates who hold suitable
technical qualifications and the person appointed will be
responsible for the maintenance of all the Council's
diesel and petrol engine vehicles and other mechanical
equipment under the direction of the Council's Senior
Public Health Inspector.

The successful applicant will be required to work a
minimum of 44 hours per week and to comply with con-
ditions of service as specified by the Council. The salary
will be in accordance with Grade VI of the scales of
salary included in the Scheme of Conditions of Service
for the Miscellaneous Classes of Officers of the National
Joint Council for Local Authorities' Administrative, Pro-
fessional, Technical and Clerical Services (£715 per annum
rising to £775 per annum). Further particulars in con-
nection with the appointment may be obtained from the
undersigned on request.

Applications stating age, qualifications and experience,
accompanied by copies of two recent testimonials and
enclosed in a plain envelope endorsed "Motor Engineer"
must be received by the undersigned not later than
February 17, 1960.

An applicant must declare in writing whether he is
related to any member or senior officer of the Council
and canvassing, either directly or indirectly will be a
disqualification.

A. H. COLLEY,

Clerk of the Council.

Brierley Hall,

Brierley near Barnsley.

February 5, 1960.

843-8276

FUEL pump mechanic required with experience on all
types of English and American equipment. State age
and experience to Works Supervisor, Western Contractors
Services, Ltd., Severn Rd., Hallow, Bristol. 842-031

SALES representative required with experience in coach-
building and alloy bodywork. Exclusive territory for
Bonalack alloy bodies in Northumberland and Durham.
Applications in writing, giving details of experience and
salary required. Good opportunity for man with the right
qualifications. Car supplied to successful applicant. Apply
Northern Assembly, Ltd., Durham Rd., Blackhill,
Consett, Co. Durham. 842-009

CITY OF BIRMINGHAM.

SALVAGE DEPARTMENT.

APPOINTMENT OF

TRANSPORT OFFICER.

Applications are invited for the post of **TRANSPORT
OFFICER** in the above department at a salary within the
range £1,065-£1,220.

Candidates must be Corporate Members of a recognized
engineering or transport association and the person
appointed will be responsible for the complete maintenance
and repair service for a mechanical fleet comprising
about 266 vehicles.

Full details of the appointment may be obtained from
the undersigned to whom completed applications must be
delivered not later than **FRIDAY, MARCH 4, 1960.**

ALAN E. BARTON,

General Manager.

Civic Centre,

Broad Street,

Birmingham, 1.

842-040

COACH painters, first-class men; top rates and overtime.
Cll 5920. 842-012

ADEN. British merchant house distributing leading
makes British vehicles require manager for their
auto department. Candidates should be not less than
30, be men of personality with some sales experience
and be capable of co-ordinating the garage and all the
company's automotive activities in Aden. Excellent pros-
pects to keep and capable man. Free air passages, rent-
free furnished accommodation, non-contributory pension
scheme, home leave. Write Box JA/182, care of 95
Bishopsgate, London, E.C.2. 842-007

BLOX SERVICES, L.TD.,

OF

LONDON ROAD, MORDEN,

SURREY.

THAMES AND COMMER DEALERS,

HAVE A VACANCY FOR A FIRST-CLASS C.V. SALESMAN.

Applications are invited from energetic senior salesmen
with a proven C.V. sales record and with current live
contacts. This company, which operates its own sub-
stantial commercial fleet, will provide ample backing in
experience, advertising and canvassers to the salesman
with the necessary drive and ambition to earn
£1,500-£2,000 per annum.

Remuneration will be by way of a good salary, unique
commission scheme and expense. A car is provided and
a contributory pension scheme. Candidates who can
satisfy the essential qualifications should write to the
"Sales Director," stating age, experience and record.

The strictest confidence will be observed during negotia-
tions consequently, envelopes should be endorsed
"Confidential." 843-8266

MORRIS-COMMERCIAL distributors in Kent and
Sussex, have an opening for an experienced Com-
mercial Vehicle Salesman. Salary and commission, pen-
sion scheme, excellent prospects. Apply by letter, please
to Head Office, Calfyns Ltd., Meads Rd., Eastbourne
842-140

803

Miscellaneous Advertisements (contd.)

ADEN. British merchant house require a garage manager. Applicants should be over 30 years of age and have sound practical knowledge of garage workshop management, and car and commercial vehicle repair, and servicing. Experience of Land Rovers advantageous. Prospects to keen and capable man. Free air passages, rent-free furnished accommodation, non-contributory pension scheme, home leave. Write Box JA/181, care of 95 Bishopsgate, London, E.C.2. 842-006

FILTER
FOR MAINTENANCE AND REPAIR OF MOTOR
LORRIES, CARS, ETC.,
required by
METROPOLITAN WATER BOARD
at
NEW RIVER HEAD.

Wages, £11 19s. 3d. for a 44-hour week. Appointment to pensionable staff optional to suitable candidate after 12 months' service. Written applications from indentured men only, stating age and experience, to the Chief Engineer, Metropolitan Water Board, New River Head, Rosebery Avenue, E.C.1.

Canvassing disqualifies and relationship to any member, officer or employee must be disclosed.

S. D. ASKEW,
Clerk of the Board.

842-022

CHIEF clerk required by road transport undertaking of large trading organization in North East Manchester.

A Good knowledge of accountancy, general office routine, together with the ability to organize and control staff, is essential.

A Knowledge of the Hollerith system will be an advantage. Superannuation fund, five-day week in operation.

APLICATIONS, stating age, qualifications, experience and present salary, to Box CM4215, care of "The Commercial Motor," to be received not later than February 15, 1960. 842-150

SKILLED mechanics for Bedford diesel, petrol and P.O. vehicles, good rates and conditions. Hampshire. Box CM 4214, care of "The Commercial Motor." 842-147

S.E. London distributor requires two experienced commercial vehicle salesmen. Apply in own handwriting giving fullest possible details to Box CM425, care of "The Commercial Motor." 842-141

CHEMICAL manufacturers require a transport manager with sound experience of costing, scheduling and labour control. Responsibilities cover the operation and maintenance of a fleet of C-licensed vehicles and private cars, product despatch and the handling of all raw materials. Salary commensurate with responsibilities. Apply Box CM423, care of "The Commercial Motor." 842-8260

ADDITIONAL car and commercial-vehicle salesmen required by Rootes Group main dealers, in Hertfordshire, experienced preferred but not essential as training will be given to right men; good opportunity for men of drive and initiative in an expanding organization. Apply, stating past career and in which department interest lies, W. Waters and Sons, Ltd., Barnet By-pass, Hatfield. Phone 2711. 842-467

WANTED

100 TIPPERS FOR COAL
AND COKE HAULAGE

Areas Yorkshire to the South
Coast

With or Without Licences

SIMPSON'S

THE COAL PEOPLE
Bridge House, The Newarke,
LEICESTER.
GRANBY 2550.

Miscellaneous Advertisements (contd.)

FOREMAN for small commercial repair shop in Southern England, first-class experience of light, heavy vehicles, cheerful disposition and good organizing ability essential. Details of experience and salary. Box CM4213, care of "The Commercial Motor." 842-146

EXPERIENCED Clearing House Manager required for North West depot, must be fully conversant with all aspects of haulage, good salary and conditions. Replies to Box CM4222, care of "The Commercial Motor." 842-2945

GARAGE manager urgently required by progressive, well-established company in West Midlands, applicants must be ambitious and energetic, preferably under 45 years, with experience of fleet maintenance and public garage work to managerial level, exceptional conditions, salary and prospects are offered in return for integrity, loyalty and hard work. Please give brief details of age, qualifications, present position and salary. Box CM4227, care of "The Commercial Motor." 842-8297

FLEET sales representative required by main dealer situated in South Cheshire to contact users in all parts of the country, car and truck sales experience essential, well-paid, permanent position, car, expenses, etc. Reply in perfect confidence to Box CM4228, care of "The Commercial Motor." 843-8290

EXPERIENCED traffic clerk required for East London contractors, knowledge local and long-distance haulage, only keen and energetic men need apply. Box CM4231, care of "The Commercial Motor." 842-433

MOTOR fitter required, must be fully experienced diesel and petrol, to assist in maintaining medium fleet of panthechnics, excellent opportunity for first-class mechanic, top wages, sick pay, good working conditions, pleasant house available to successful applicant. Details of experience to Pilot Transport, 163 West Wycombe Rd., High Wycombe, Bucks. 842-x2958

STORAGE ACCOMMODATION

NORTH CAMBRIDGESHIRE. 200,000 cu. ft. good, dry storage available, good handling facilities with excellent collection and distribution services for K. KNOWLES (TRANSPORT), LTD., Wimbeldon. March. Camps. Phone. Dodington 233-4. 222-860

TENDERS

NOTTINGHAMSHIRE COUNTY COUNCIL.

TENDERS ARE INVITED FOR THE SUPPLY OF EIGHT AMBULANCE SERVICE VEHICLES ON BEDFORD CHASSIS, EIGHT VEHICLES OF SIMILAR TYPE BEING OFFERED IN PART EXCHANGE.

Tenders may submit tenders for all or any of the vehicles to be supplied and tenders on a non-part-exchange basis will be considered.

Further particulars and tender documents may be obtained from the County Medical Officer, Shire Hall, Nottingham. Completed tenders, in the envelopes to be supplied, should be received by me not later than 10 a.m. on February 19, 1960.

A. R. DAVIS,

Clerk of the County Council.

County Hall,
West Bridgford,
Nottingham. 842-029

LEICESTER CITY TRANSPORT have for disposal:—
NINE LEYLAND P.D.1 1946 56-seater oil-engined double-deck omnibuses, all carrying a certificate of fitness.
INSPECTION on application to the Chief Engineer.

EACH vehicle is for sale as it stands and all express or implied stipulations, conditions and warranties, statutory or otherwise, are hereby excluded.
TENDERS should be forwarded in sealed envelopes marked "Tender for Omnibuses," addressed to the General Manager, Leicester City Transport, Abbey Park Rd., to be received not later than first post on March 1, 1960. 842-226

FOR ALL NEW THAMES & USED VEHICLES

DAGENHAM MOTORS

WOOLWICH

WOO 7771

TRUCK SALES DEPT.

Boys

3rd
AXLE
SUSPENSION

HENRY BOYS & SON LTD.
OXFORD ST. WALSALL 2181

Miscellaneous Advertisements (contd.)

NEWHAVEN URBAN DISTRICT COUNCIL.

DISPOSAL OF GULLY/CESSPOOL EMPTIER.

The Council have for disposal one gully/cesspool emptying machine consisting of a Bedford 5-ton long-wheelbase chassis with Eagle tank, and pumping gear which can be removed from the chassis and replaced with a lorry body. Inspection of the vehicle at the Council's depot may be made by interested persons by appointment. Tenders, in plain sealed envelopes endorsed "Tender—Gully/Cesspool Emptying," should be received by the undersigned not later than noon on Tuesday, March 1, 1960.

N. C. SIMON.

Clerk of the Council.

Council Offices,
Fort Road, Newhaven.
January 27, 1960. 842-43

ROYAL BOROUGH OF KINGSTON-UPON- THAMES.

REFUSE TRAILERS.

TENDERS ARE INVITED FOR THE SUPPLY OF TWO STEEL-BODIED REFUSE TRAILERS.

Forms of Tender, etc., from the Borough Surveyor, Guildhall, Kingston-upon-Thames, on deposit of £1, refundable on receipt of a bona fide tender not subsequently withdrawn.

Tenders, in sealed envelopes provided, to undersigned not later than first post Monday, February 29, 1960. The Council do not bind themselves to accept the lowest or any tender.

A. B. ROGERS,

Town Clerk.

Guildhall,
Kingston-upon-Thames.
January 29, 1960. 842-412

BOOKS AND PUBLICATIONS

MAINTENANCE RECORD (Charnwood Series No. 59). A life history of each vehicle with tyre records, petrol and oil consumption, 4s. 6d. post free.
DIESEL oil stock books. Cost books, etc. Send for descriptive lists.

CHARNWOOD PUBLISHING CO., LTD., Coalville, Leicestershire. 222-840

LONDON WHARVES AND DOCKS (2nd Edition). A guide to the wharves and docks lining the river from Teddington to Gravesend. Detail facilities afforded by the wharves together with 17 full-page maps showing their positions. A pull-out map, indicating the main routes to London's dock area is included. Illustrated. 104 pages. 7s. 6d. net (laminated paper board) and 6s. net (laminated card covers) from booksellers, or 8s. 2d. and 6s. 7d. respectively by post from the publishers, Temple Press Limited, Bowling Green Lane, London, E.C.1. 222

MOTOR VEHICLE MECHANICS' TEXTBOOK (Second Edition), by F. K. Sully. Based on the syllabus of the City and Guilds of London Institute Examination in Motor Vehicle Service Mechanics' Work, this book is designed for students entering for the award of the National Craftsmen's Certificate in Automobile Technology. It deals with many of the mathematical and mechanical problems which a motor-vehicle mechanic is likely to encounter in his work. Illustrated. 237 pages. 12s. 6d. net from booksellers, or 13s. 4d. by post from the publishers, Temple Press Limited, Bowling Green Lane, London, E.C.1. 222

THE OPERATOR'S GUIDE TO THE TRANSPORT ACT, 1953. Explains the process of decentralization of road goods transport and the rights and liabilities of road transport operators. 32 pages, 1s. 6d. net from booksellers, or 1s. 8d. by post from the publishers, Temple Press Limited, Bowling Green Lane, London, E.C.1. 222

"MODERN CLEANSING APPLIANCES," by Ashley Taylor. A survey of the municipal cleansing field, with information on its practices and appliances both in Great Britain and abroad. Illustrated, 160 pages, 12s. 6d. net from booksellers, or 13s. 4d. by post from the publishers, Temple Press Limited, Bowling Green Lane, London, E.C.1. 222

TYRES!!! TYRES!!! TYRES!!!

H. MATTHEWS LTD.

10,000 Tyres always in stock.

ALL MAKES AND SIZES SAVE MONEY

Phone, write or call

89-97 Stockwell Road, London, S.W.9

BRIXTON 2026 (8 lines)

Export Dept. 2027

HERWIN CANNY & CO. LTD

THIS WEEK'S USED VEHICLE OFFERS
FOR LEADING
COMMERCIAL VEHICLES
MORRIS-COMMERCIAL-THAMES
LEYLAND-ALBION-STANDARD-AUSTIN

40 ARTILLERY PLACE LONDON S.E.18 Tel WOO 0165
Eve. LONGFIELD 2524

1957 Austin 5 cubic yard Tipper..	£450
1958 Morris 15 cwt. J2 Van ..	£300
1955 Morris 1 ton L.D.I. ..	£300
1949/51 Commer Mun. Tprs. ..	from £80
1954 Bedford 10/12 cwt. Van ..	£200
1956 Austin L.W.B. Diesel Truck ..	£600

y/cesspool emptying
on long-wheelbase
gear which can be
with a lorry body.
cil's depot may be
appointment.
endorse "Tender-"
received by the
Tuesday, March 8

ON.
k of the Council.

842-42

NGSTON-UPON.

S.
THE SUPPLY OF
TRAILERS.

Borough Surveyor,
n deposit of £1,
ude tender not
wn.
ed, to undersigned
February 29, 1960,
to accept the lowest

B. ROGERS,
Town Clerk.

842-412

ICATIONS

rnwood Series No.
e with tyre records,
post free. Send for
ooks, etc. Coalville,
LTD., Coalville,
zzz-869

S (2nd Edition), A
lining the river from
ilities afforded by
the main routes is
ustrated, 104 pages,
d 6s. net (laminated
s, 2d. and 6s. 7d.
shers, Temple Press
don, E.C.1. zzz

ICS' TEXTBOOK
lly. Based on the
f London Institute
Mechanics' Works,
tering for the award
ates in Automobile
he mathematical and
-vehicle mechanic is
ustrated, 237 pages,
s, 4d. by post from
ed, Bowling Green
zzz

THE TRANSPORT
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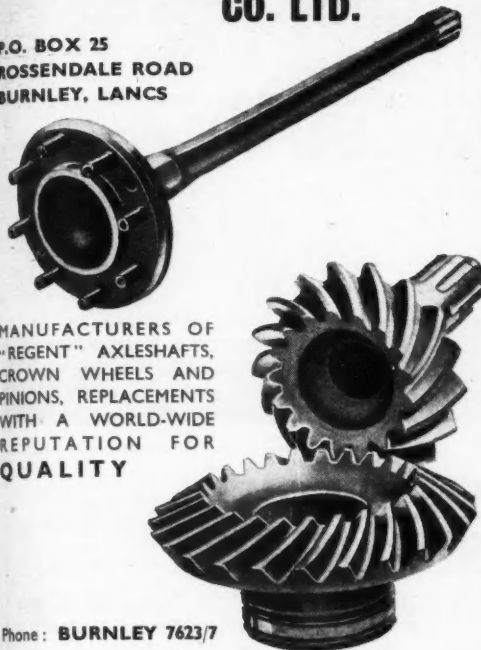
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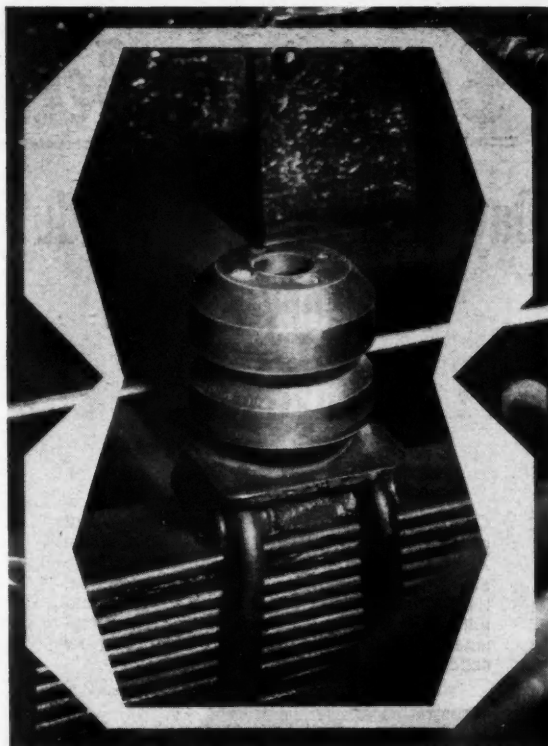
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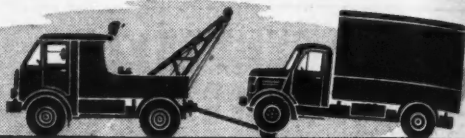
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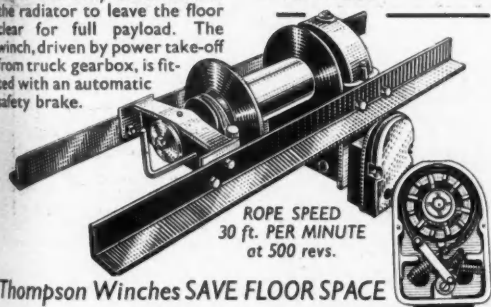
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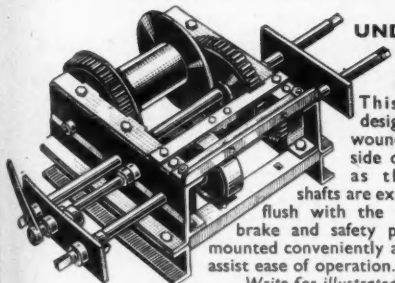
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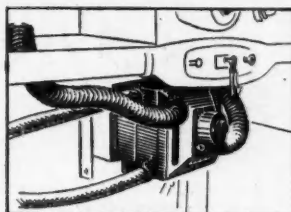
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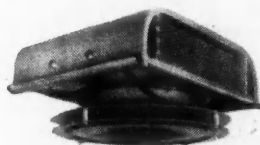
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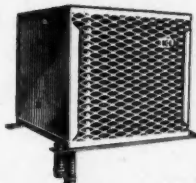
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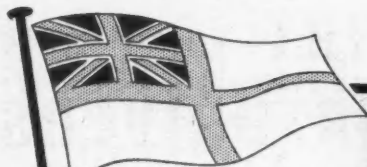


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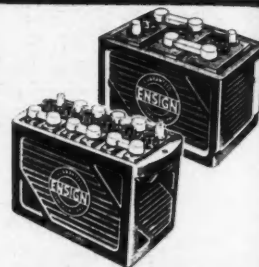


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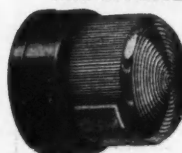
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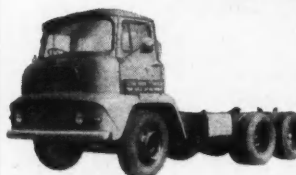
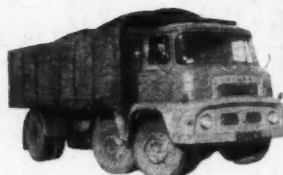
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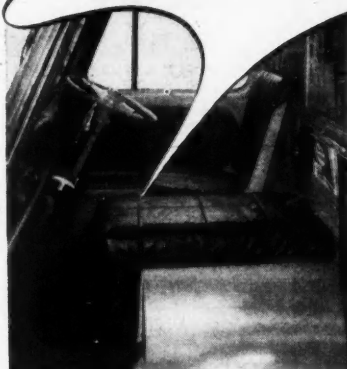
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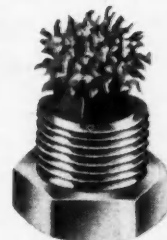
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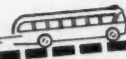
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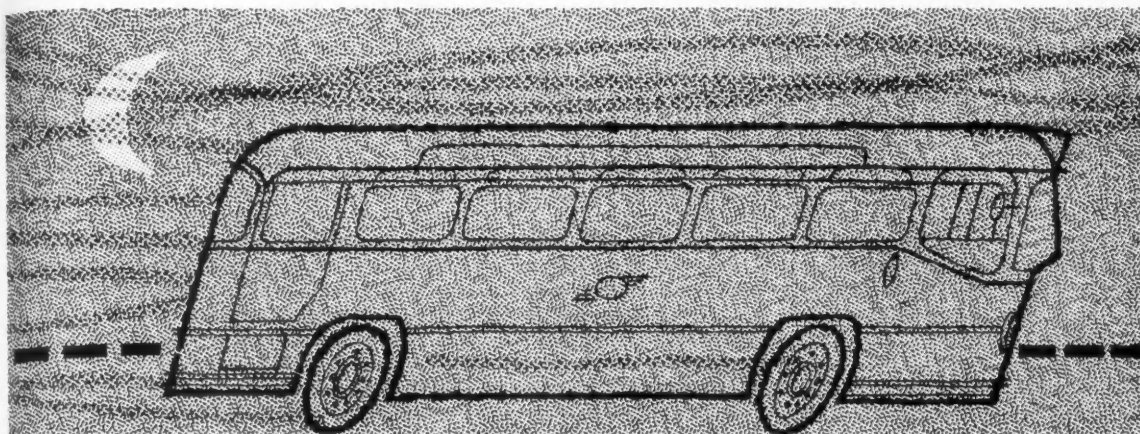
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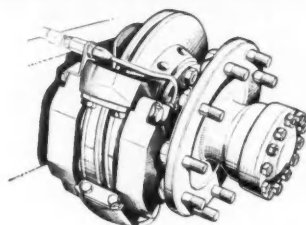
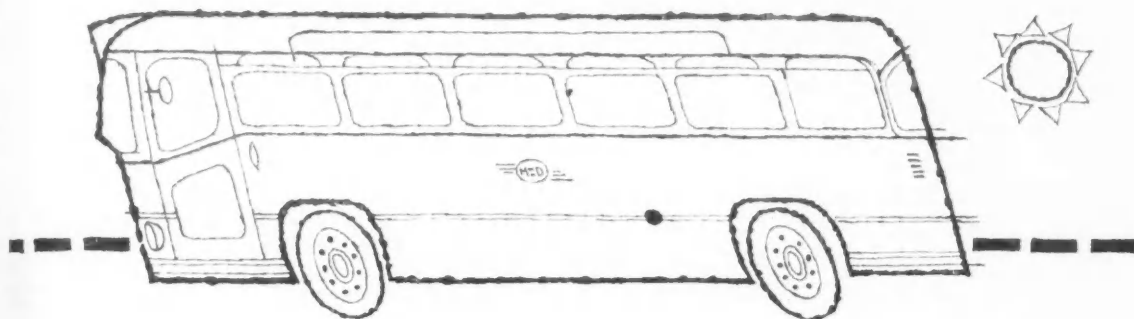
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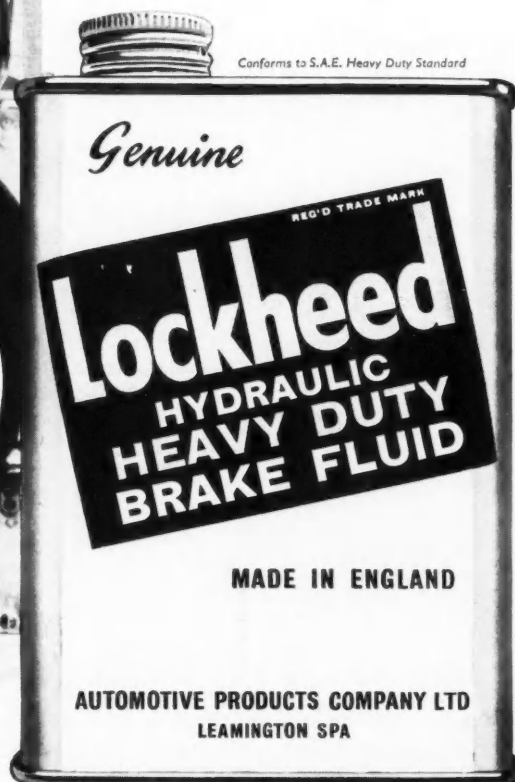
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